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No. 27,611

The China Mail

ESTABLISHED 1845

TO-DAY'S DOLLAR. — The closing rate of the dollar on demand, to-day, was 1/3 9/16.

HONG KONG, MONDAY, OCTOBER 6, 1930. PRICE \$3.00 Per Month.

GRIM TRAGEDY OF THE AIR

SURVIVORS' VIVID STORY.

R.101 BLOWS UP WHILST PASSENGERS ARE SLEEPING.

PUBLIC ENQUIRY TO BE HELD.

Graphic accounts of the manner in which the ill-fated British airship R.101 met disaster at Beauvais yesterday have been received from the few survivors of the blazing wreckage, three of whom were saved by the bursting of a water tank. A French eye-witness describes the bodies in the cabin as being "like twisted lumps of burned cheese."

The total number of casualties is now computed at 47 dead, and eight injured, three being listed as missing. The dead include Lord Thomson, the Minister for Air, and Sir Sefton Brancker. In a message of sympathy, the German Labour Party consoles the British Government on the loss of one of its "most brilliant Ministers."

Aeronautical experts are now on the scene of the disaster, collecting evidence and information, which will be produced before the official British and French enquiry, and the public enquiry to be held in Britain shortly.

TRAGIC SUDDENNESS OF DISASTER.

Beauvais, Yesterday. It has now been ascertained that when the disaster occurred only 12 men were engaged in navigating the R.101, all the others being asleep. The tragic suddenness of the catastrophe is shown by the discovery in the engine room of one engineer, almost incinerated, still clutching a spanner. A French eye-witness said that when the airship was burning he could see the bodies in the cabin, "like twisted lumps of burned cheese."

Union Jack Saved. The half-burned Union Jack, still fluttering at the stern of the R.101 was removed this afternoon and handed to the British military attache. Batches of coffins are arriving and the bodies are being most carefully placed in. Some are so shrivelled that they can fit children's coffins. The crowd of spectators is ever growing and dozens of aeroplanes are flying overhead.

A Ghastly Glare. When the R.101 passed over Beauvais she was very low and the engines, being very noisy, woke everybody and frightened the children. A terrific wind was blowing and the airship seemed to be drifting sideways. She disappeared behind rising ground to the south and an instant later a crash shook the houses of Beauvais four miles from the scene of the accident to their foundations. Then a ghastly yellow glare shone in the sky for five minutes.

Gas Causes Explosion.

In connection with the question as to whether the R.101 was damaged before the disaster, it is noteworthy that a quantity of the airship fabric was picked up two miles from the wreck. Statements from survivors show that the airship dipped twice before finally falling to the earth from a height of about 2,000 feet. When flying at about 55 miles an hour she crashed nose first. An explosion followed and she immediately burst into flames, which swept the envelope from end to end. Undoubtedly it was the hydrogen gas and not the heavy oil fuel which exploded the gas valves, which were found blown out from the wreck.

Sir John Salmon and Colonel Bone, the British Air Attaché in Paris, visited Mairie Village, Allone, and paid homage to the dead, whose coffins were laid on trestles covered with sheets and decked with wreaths. A number of coffins was opened, but identification so far is impossible.

Three Missing.

London, Yesterday. The Air Ministry announces that the Air Council propose to arrange a public enquiry into the loss of the R.101, to be held in Britain, subject to co-operation with the arrangements being made by the French Government.

Paris, Yesterday. According to survivors, the R.101 carried 68 persons, thus the

WAR HERO'S FLIGHT. ANOTHER ATTEMPT MADE ON HINKLER'S RECORD.

TO VISIT HIS PARENTS.

London, Yesterday. Flight-Lieut. C. W. Hill started from Lympne aerodrome this morning in a Moth machine on a flight to Australia to visit his parents in Queensland. He hopes to beat Bert Hinkler's time.

Hill was the hero of a dramatic escape from a Turkish prison camp during the War, after feigning madness. — Reuter.

to the circumstances of the accident.

German Sympathy.

Berlin, Yesterday. The Government sent a message of warm sympathy with the British Government on the loss of the R.101. The Executive Committee of the Socialist Party consoled the British Government on the loss of one of its "most brilliant Ministers."

Dr. Eckner, who learned of the catastrophe at Leipzig, where the Graf Zeppelin landed in the course of his flight was very shocked, as he had many personal friends among the victims. Dr. Eckner and other German airship experts express the opinion that the British airships are rather heavy.

Official Statement.

Beauvais, later. The British Air Ministry representative states officially that 47 bodies have been recovered and three are still missing. It is noteworthy that the authorities are basing their searches for the victims on the very positive statements of the survivors that there were 58 men aboard the R.101 when she left Cardington.

Cause of Disaster.

Beauvais, later. The Air Ministry's representative stated that the cause of the disaster is not yet definitely ascertainable, but there is every reason to suppose that no explosion occurred until the airship touched ground. — Reuter.

Figures Wrong.

London, 11.9 a.m., To-day. The Air Ministry, London, state that the discrepancy in the

casualty figures cabled from Beauvais as those issued by the Air Ministry is possibly due to the fact that the French figures were based on the statements of the survivors, who were probably without an exact knowledge of the number of people aboard the airship. — Reuter.

Smoking Debris.

Rugby, Yesterday. The airship was passing over the village of Allone, just outside Beauvais, in a heavy storm. She seems to have struck hilly ground. There was one or more violent explosions and the airship sank to the ground in a sheet of flame.

Assistance came promptly from villagers and from the Beauvais police, military officers and doctors hurrying to the scene. Parts of the airship had been scattered in all directions and the debris continued to smoke until mid-day to-day.

The few survivors were quickly hurried to hospital, and this morning the bodies of 46 victims, many unidentified, were collected. The clothes had been burnt off most of them, but some bodies were identified by their rings and watches, among them being that of Lord Thomson. To-day the French Air Minister, M. Laurent Eynac, and other French officials, were early on the scene.

The cause of disaster cannot at the moment be definitely stated. Air-Chief Marshal Sir John Salmon, Chief of Air Staff, with Air Commodore Holt, Director of Technical Development, and other officials, flew over this morning to assist at the invitation of the French authorities in the collection of information. It appears, however, that although bad weather with heavy storms was en-

countered with the political ferment in Brazil. Fighting is reported in the states of Minas Geraes and Rio Grande do Sul. It is understood that there is strict censorship on cables from Brazil. — Reuter's American Service.

New York Yesterday.

Reports from Buenos Aires state that 300 people are said to have been arrested at Rio de Janeiro in

(Continued on Page 7.)

BARRACKS YIELD TO MOB OF RIOTERS. Surrender After One Officer Is Killed.

MORE REVOLUTIONS!

New York, Yesterday. A message from Rio de Janeiro states that the Brazilian Chamber of Deputies has passed a resolution enforcing martial law in the three States, Rio Grande do Sul, Minas Geraes, and Parahyba, where revolutions are reported.

Buenos Aires, Yesterday.

News from Brazil is being strictly censored. A crowd of rioters at Santana are reported to have captured a General and several officers of the Federal forces in an hotel. They then surrounded the cavalry barracks, which surrendered after one officer had been killed and three men hurt.

Credit Demanded.

It is officially stated that the Governments of the States of Rio Grande do Sul and Minas Geraes are supporting and directing the disturbances. The Federal Gov-

LIVES OF THE DEAD.

Reminiscences Of A Local Resident.

A resident of the Colony, who served in the Air Force during the War and who during that time became personally acquainted with several of the officers who lost their lives in the disaster to the R.101, has kindly supplied us with the following statement: As he says, "they are only recollections, but may be taken as more or less correct." He adds: "This disaster wipes out all the No. 1 pilots of airships who survived the War. According to my log, I have also flown with Johnstone (one of these killed) but can remember nothing of him."

Wing Commander Colmore — was Inspector of Airship Stations during the War.

Major Scott — Originally Midshipman in the Navy.

R-101.



The ill-fated airship R.101 in flight.

"FATHER SAW ME." PARENT GIVES SON AWAY TO POLICE.

JAIL FOR ELECTRICIAN.

A Chinese was to-day charged before Mr. H. R. Butters with the larceny of three electric switches from 6, Maple Street, Shamshui-poo. He pleaded "guilty" to the charge.

Police Sergeant H. G. Baker told the Magistrate that the defendant was an electrician by trade, and went into the house to repair something. He purposely put the three switches out of order, so as to take them away.

He tried to carry out the theft, as planned, but was caught.

There was nothing known about the man.

His Worship: Six weeks' hard labour.

Accused: Mr. Interpreter. May I say a few words about this case to His Worship.

His Worship: Yes.

Father Saw Me.

Defendant: "I did not steal the switches. I took them away. Father saw me and he blew a police whistle, and I was arrested. I did not steal them, and I told a little girl about it. These switches were on a wall which was not safe. I told this little girl that I was going to take them away, and replace them very soon."

The girl was produced in Court and she said that defendant did not say anything to her about the matter. She was working at the time.

Mr. Butters: Six weeks.

TELEPHONE COMPANY SUMMONED. Excavations and Light.

Warning.

NORTH POINT INCIDENT.

The Hong Kong Telephone Company, Limited, were summoned before Mr. R. E. Lindsell at the Central Magistracy this morning, for having failed to provide sufficient warning in and around excavations made by them at North Point.

Mr. O. E. C. Marton appeared for the defence and entered a plea of "Not Guilty."

Car in Ditches.

The case for the prosecution as outlined by Sergeant Armit was that, on September 19, an Indian driver of a public car, Kartar Singh by name, made a report at the Shaukiwan Police Station at about 10 p.m. to the effect that his vehicle had fallen into some ditches dug by the Telephone Co.

He proceeded to the scene and found the vehicle on the Shaukiwan Road, about 160 yards to the east of the Hong Kong Electric Power Station. The car's front and rear wheels were stuck in two separate excavations and was turned to an angle of about 40 degrees. The vehicle just left enough room for a single tram to pass.

LADIES SHOT.

TROOPS ATTACK REDS' HEADQUARTERS.

GO-BETWEEN A CAPTIVE.

Shanghai, To-day. Reuter's correspondent at Kienning states that on September 17 the go-between left the Communist headquarters in North Fukien for Kienning to make final arrangements with the British Consul, Mr. Martin about the ransom for the three Miss Harrison and Nettleton.

Chinese troops on September 20 attacked the Communist headquarters, whereupon the Com-

pany was forced to leave.

Intersecting Bend.

Cross-examined by Mr. Marton witness said that he would not take the first warning as to cover the whole length, for the simple reason that there was a space of 75 yards of good road after the first light.

From the place where the first light was, the second light could not be visible because a bend intersected.

Mr. Marton informed his Worship that that was his case. He maintained that where the first lamp was, the other lamp at the eastward end was also visible, unless obliterated by a passing tram.

If his Worship held against him that the first light was not sufficient warning he had nothing more to say.

Mr. Lindsell said that on the face of the case, he could not agree that the first light was sufficient warning to cover the whole area unless the second light was visible from that spot.

Mr. Marton said that he could call a watchman who put up the lights and he would say that the lights were visible from end to end. It was a matter as to whom to believe.

NEW CONSUL-GENERAL.

The s.s. Tevere, inaugurating the Lloyd Treating new express service to the Far East, is due here to-morrow at 6 a.m. with Count and Countess Ciano as through passengers. They are going to Shanghai where the Count takes up the post of Italian Consul-General.

She: "How far can your ancestry be traced?"

He: "Well, when my grandfather resigned his position as cashier of a country bank they traced him as far as China, but he got away."

Mr. Marton: Would your Worship like to go down now? A representative of the Telephone Co. is in Court and he could produce a motor car to take us down.

The Magistrate: Yes, we will go down and adjourn the case until to-morrow at noon.

The case was accordingly adjourned.

EXCHANGE OF CRUSERS.

London, Saturday.

Mr. J. H. Scullin (Prime Minister of Australia) announced, after a consultation with the British Government, that it has been decided to defer the arrangement for the exchange of the Australian cruiser Canberra with H.M.S. Shropshire for this year — British Wireless Service.

London, Saturday.

Pratas Island 79

Manila 74

Foochow 69

Amoy 79

Swatow 66

Chico 56

Shanghai 56

Hong Kong 71

Macao 70

To-day.

Rainfall to 10 a.m. to-day.

Rainfall since January 1, 94.75 inches against an average of 77.32 inches.

Temperature.

The temperature at certain specified centres this morning at 6 o'clock was —

Hong Kong 71

Macao 70

Pratas Island 79

Manila 74

MONDAY, OCTOBER 6, 1930.

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All replies under this heading must be called for.

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TO LET.—No. 13, 16, 20, 23, Shou-
son Hill Road, Deep Water Bay.
Apply Mr. Ng Kam-chung, c/o Nan-
Yang Bros. Ltd., 165, Des
Voeux Road, Central.

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YOUR VISITING CARDS neatly and
promptly printed—"China Mail",
Office, No. 3A, Wyndham St., Tel-
phone 20022.

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HOME TUITION

WESTOVER—STEVENAGE. Within
an hour from London. In healthy
neighbourhood. SCHOOL FOR GIRLS
and SMALL BOYS. A few Boarders
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Individual care and attention. For
Particulars apply to:

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(Camb. Higher Local),
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MISS GERTRUDE TURNER,
(National Frodel Higher
Certificate).

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For the best Permanent Finger &
Marcel Waves, Hair Cutting and
Manicure for Ladies &
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Tel. 25169.
Opposite entrance H.K. Hotel.

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This genuine offer will last
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"ALGIE" BENNETT.

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of Cartoons depicting
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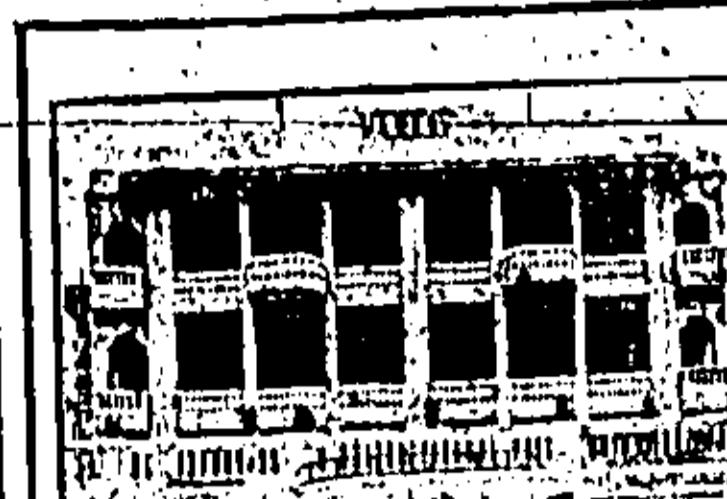
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Co., Ltd., 165, Des Voeux Road C.,
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PRIVATE HOTEL
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Suites of rooms (single and double), hot and cold water system, all modern sanitation, private bathrooms attached.

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Hotel has a splendid aspect in one of the finest locations in Kowloon, away from noise, yet easily accessible.

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LAMMERT BROS.

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AND SURVEYORS.

Public Auctions

THE Undersigned have received
Instructions to sell by Public
Auction.

ON
TUESDAY, October 7, 1930,
commencing at 9.30 a.m.
(Interval between 12 noon
and 2 p.m.)

at
Royal Army Ordnance Depot,
Queen's Road East

and
Royal Engineers' Yard,
Wellington Barracks.

The following Government Stores:
Ground Sheets, Tentage, Oils,
Brass, Copper, Gunmetal, Wrought
Iron, Steel, Zinc, Blankets, Mos-
quito Netting, Brass Cylinders,
Drums, Khaki Drill Clothing, etc.
Engineer and other Ordnance
Stores.

Catalogues can be obtained from
the Chief Foreman's Office, Ar-
senal Yard, Queen's Road East,
or from the Auctioneer.

TERMS OF SALE:—Cash on
delivery. All faults and errors of
descriptions at purchasers' risk on
the fall of the hammer. All Lots
to be cleared within seven days.

LAMMERT BROS.
Auctioneers.

Hong Kong, October 1, 1930.

AN INTRODUCTORY

HISTORY

by

A. H. CROOK, O.B.E., M.A.

W. KAY, M.A.

W. L. HANOVERSON, M.A., B.Sc.

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GOVERNMENT NOTICES

R.
NOTICE IN REGARD TO
AMBULANCES.

THE PUBLIC is informed that
the New Telephone Directory
contains no reference to "Ambu-
lance Stations". The following
information is therefore publish-
ed:

AMBULANCE STATIONS:

Hong Kong Islands.

Motor, Central Fire Station:

Dial 39, Sub. Ex. 60

Motor, Central Fire Station:

Dial 30303

Hand Ambulances,

Central District:

Dial 39, Sub. Ex. 22

Hand Ambulances,

Eastern District:

Dial 39, Sub. Ex. 16

Hand Ambulances,

Western District:

Dial 39, Sub. Ex. 21

Kowloon.

Motor, Kowloon Fire Station:

Dial 58071, Sub. Ex. 506

Hand Ambulance, Kowloon

Disinfecting Station:

Dial 58071, Sub. Ex. 518

Hand Ambulance, Kowloon

City Police Station:

Dial 58071, Sub. Ex. 527

E. D. C. WOLFE,
Inspector General of Police.

Hong Kong, October 4, 1930.

MR. LENOX SIMPSON

EXECRABLE VIEWS OF THE
PEKING LEADER.

EDITOR'S APOLOGY.

Shanghai, Saturday.
While the personal protest by
foreign correspondents in Peking
have called forth an apology
from the Chinese editor of the
Peking Leader regarding an
execrable leading article in
which it was stated that there
was nothing surprising in the at-
tempt on Mr. Lenox Simpson, as
war is war, and Mr. Simpson was
presumably expected to sit safe
and fill his pockets while thou-
sands went to their death in the
rebellion, that he aided and abetted
the rebels, and adding that
there is no reason why a foreigner
meddling in the conflict
should expect to do so with im-
punity, the North China Daily
News strongly criticises the re-
port that a leading Kuomintang
official in Nanking on Thursday
afternoon categorically asserted
to the Press that the National
Government would not be responsi-
ble for the personal safety of
Mr. Simpson in Chinese territory.

The Daily News points out that
the deductions from this are
obvious, and hopes that prompt
steps will be taken to remove the
unfortunate impression which the
statement has created, remarking
that the absence of unequivocal
repudiation can only be regarded
as an admission that the Chinese
Government, while unwilling to
be associated with the actual at-
tack, are not devoid of sympathy
with the action of the aggres-
sors.—Reuter.

* * *

QUEEN'S present John Gilbert
in "Redemption". The picture is
said to contain a number of re-
markable reproductions of scenes
in regal Russia as it existed before
the war. One of the sets, on which
report runs, a vast amount of time
and money was spent, is that of an
orthodox Russian wedding in a
huge cathedral. A talkie film.

* * *

CENTRAL features Gary Cooper
in "Seven Days Leave". Cooper,
acting in his first starring vehicle,
performs the part of Kenneth
Dowey, a soldier-orphan of the
Canadian "Black Watch" regi-
ment, who becomes the adopted
son of a pathetic charwoman
widow, played by Beryl Mercer,
the Mrs. Gubbins of "Three Live
Ghosts". A talkie film.

* * *

MAJESTIC presents Jack Holt
and William Powell in "The Vanishing Pioneer", a Zane Grey
story of the early pioneering days.

The trek across a waterless de-
sert, the finding of flashing waters
and the fight to keep them, form
a splendid background for a
romantic drama of high standard.

As an added attraction Dot Faye
and her pupils give a delightful
dancing display. A silent film.

* * *

STAR features Norma Shearer
and Lew Cody in "The Demi-
Bride", a French farce. Norma
has the role of a saucy and mis-
chievous French school girl. A
silent film.

* * *

WORLD presents a Chinese
drama "Two Butterflies." A silent
film.

* * *

FLIGHT TO BRITAIN.

AUSTRALIAN HAS ANOTHER

DISASTER.

Rangoon, Saturday.

Captain Cunningham, the Aus-
tralian airman who is attempting

a flight to Britain, is reported to
have crashed near Kyaukpu, but
is unhurt.—Reuter.

[Capt. Cunningham has been
dogged by ill-luck ever since he
commenced his flight. He de-
veloped magneto trouble in
Batavia and on September 15 was
forced to land in a swamp near
the R.A.F. aerodrome in Singa-
pore. He had previously discov-
ered a petrol leak but kept on until
his engine stopped. The machine
was damaged but Cunningham
was not injured.]

LAMMERT BROS.

Auctioneers.

Hong Kong, October 1, 1930.

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FIANCÉE'S RELIGION THE

STUMBLING BLOCK.

Rome, Saturday.

Rumours of the impending en-
gagement of King Boris of Bul-
garia and Princess Giovanna of

Italy, have long been current, and

it has been an open secret that

the question of the consent of the</

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CHICHIBU MARU	Sunday, 10th October.
SHUNYO MARU	Sunday, 10th October.
SEATTLE, VICTORIA via Shanghai & Japan Ports.	Wednesday, 22nd October.
HIYO MARU	Wednesday, 22nd October.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez	
HAKONE MARU	Saturday, 18th October at 7 a.m.
SUWA MARU	Saturday, 1st November.
SYDNEY & MELBOURNE via Manila & Ports.	Tuesday, 21st October.
AKI MARU	Tuesday, 18th November.
KITANO MARU	
BOMBAY via Singapore, Penang, & Colombo.	Saturday, 11th October.
TANGO MARU	Monday, 27th October.
† TOTTORI MARU	
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.	
BOKUYO MARU	Saturday, 20th November.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.	Saturday, 18th October.
KANAGAWA MARU	
NEW YORK, BOSTON via Panama.	
† LISBON MARU	Friday, 17th October.
LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa.	Tuesday, 14th October.
† LIMA MARU	
CALCUTTA via Singapore, Penang & Rangoon.	Thursday, 9th October.
† MURORAN MARU	Wednesday, 29th October.
† RANGOON MARU	
SHANGHAI, KOBE & YOKOHAMA.	
KITANO MARU (Nagasaki direct)	Wednesday, 15th October.
TERUKUNI MARU	Thursday, 16th October.
† CALCUTTA MARU (Moj direct) Saturday,	18th October.
† Cargo only.	

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O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore, Colombo, Suez and Port Said.	Thursday, 9th October.
ALASKA MARU	
210 DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban & Cape Town.	
SANTOS MARU	Friday, 31st October.
BOMBAY—via Singapore & Colombo.	
BORNEO MARU	Sunday, 10th October.
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBAZA—via Singapore & Colombo.	
PANAMA MARU	Wednesday, 5th November.
CALCUTTA—via Singapore, Penang & Rangoon.	
SEATTLE MARU	Saturday, 18th October.
VICTORIA, SEATTLE, TACOMA & VANCOUVER.	
ARIZONA MARU (from Shanghai) Monday, 20th October.	
MELBOURNE—via Manila, Brisbane & Sydney.	
BRISBANE MARU	Monday, 6th October.
HAIPHONG—via Hanoi & Pakhoi.	
NEW YORK—via Japan ports & Panama.	
LOS ANGELES, PANAMA, NEW YORK, BOSTON, BALTIMORE, AND PHILADELPHIA.	
SANYO MARU	Saturday, 25th October.
JAPAN PORTS.	
CELEBES MARU	Tuesday, 7th October.
KOHSO MARU	Saturday, 11th October.
KEELUNG—via Swatow & Amoy.	
CANTON MARU	Sunday, 12th October, Noon.
TAKAO—via Swatow & Amoy.	
TAKAO & KEELUNG.	
KOHSO MARU	Saturday, 11th October.

For further particulars please apply to:—OSAKA SHIP & CO., LTD.

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PASSENGER LISTS

ARRIVALS.

Per P. & O. s.s. Neillor from Australian ports yesterday:

Mr. and Mrs. P. Bruzzo, Mr. and Mrs. T. J. Parker, Mr. and Mrs. W. A. Mackay, G. R. Rickards, Mrs. M. McMaster, Capt and Mrs. Conner, Mrs. Woollett and child, Miss V. V. Brown, Mrs. K. G. Hobart and 3 children, Thos. H. Owens, Miss N. E. Whithow, Miss D. J. Kirkton, Miss Mary Young, Mr. and Mrs. Hutchinson, Miss E. Pike, A. Young, Miss M. Lockwood, Miss C. H. Adolfson, Mrs. E. Perdue, Mr. and Mrs. Phillips and 4 children.

Per s.s. President Johnson on October 4:—

Sir Shou-sün Chow, Mrs. Chow Chan Shi, Mr. and Mrs. William Cox, Mr. and Mrs. Alexander Fishander, Edward Mackay, F. Schwizer, Harold Shantz, Mrs. S. Wildman.

STEAMERS' MOVEMENTS

The C.P.S. R.M.S. Empress of Japan arrived at Woosung on October 4 (Sat.) at 9 p.m., left Woosung on October 4 (Sat.) at 7 p.m., and was due at Kobe on October 6 (Mon.) at 4 p.m. She leaves Kobe on October 7 (Tues.) at 8 p.m.

The P. & O. s.s. Morea left Singapore for this port on October 5 at 10 a.m. with the outward British Mails, and is due here on October 9 at about 9 a.m.

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MARITIME PARLEY.

VOLUNTARY INSURANCE OF OCEAN PASSENGERS.

Antwerp, August 2.

The Comité Maritime International, an organisation which for many years has been endeavouring to bring about world-wide unification of maritime law, opened its seventeenth conference at Antwerp on Friday, and will continue in session until Tuesday.

The Comité has pursued an essentially practical policy, based on co-operation between business men—mainly ship-owners and underwriters—and commercial lawyers. It has prepared a number of international conventions, and some of them have become effective (after being confirmed at diplomatic conference) by the enactment, in the various maritime countries, of legislation modelled upon the conventions. Other more recent conventions, which the Comité has promoted, though endorsed at official diplomatic gatherings, have failed, either partially or wholly, to inspire legislative action, and one of the matters being discussed at the present conference is the delay in many countries in effect being given to conventions dealing with (1) limitation of shipowners liability; (2) maritime mortgages and lines; (3) uniform clauses for bills of lading (The Hague rules); and (4) immunity from liability of State-owned ships.

The suggestion has now been put forward that the Comité should prepare an international convention laying down rules for cases of this kind. While a solution might conceivably be worked out, doubt may be expressed—and this may be the view of some of the delegates to the conference—that the matter is of sufficient practical importance for treatment in that way.

At the opening of the proceedings on Friday delegates were present from Germany, Belgium, Denmark, the United States of America, France, Great Britain, Greece, Italy, Japan, Norway, the Netherlands, Portugal, and Sweden.

M. Louis Franck, who was formerly a prominent advocate in commercial cases, but is now Governor of the National Bank of Belgium and a director of the Bank for International Settlements, was, on the proposal of Sir Leslie Scott, K.C., elected as President of the conference.

After an inaugural address of welcome by M. Hymans, Belgian Foreign Minister, and the election of national vice-presidents of the conference, reports were received as to the delay in giving effect to the conventions above referred to.

M. Louis Franck stated that the International Chamber of Commerce and the Inter-Parliamentary Union were supporting ratification. He himself had been favourably received in interviews he had with Signor Mussolini (Italy) having since ratified all four conventions, with M. Briand, with Mr. Hoover (when head of the United States Department of Commerce), with the German Foreign Secretary and with M. Venizelos, the Greek Premier.

Though supported by British shipowners, the scheme was regarded unfavourably by the shipowners of a number of other countries, and no definite progress was made.

Subsequently the subject was discussed by another representative body of shipowners—the International Shipping Conference—in London in 1923, and it was resolved that the proposals could only be made effective if introduced by way of voluntary contract, and not by means of a convention, bearing in mind, nevertheless, that voluntary contracts would be of no value unless recognised in the law courts of all countries.

Validity Doubts.
It has been stated that probably only about \$250 in respect of death claims and smaller amounts for disablement could be provided without increasing the cost of travelling. Moreover, there are doubts whether, under existing laws, the scheme would be valid, and some groups of shipowners continue to be opposed to the proposal.

The remaining question to be discussed by the Antwerp conference is suggested by the "Lotus" case. That, it may be recalled, was a case of collision between French and Turkish ships on the ship seas, resulting in loss of Turkish lives. The judgment was that no breach of international law had been committed by the criminal trial of a French officer in Turkey.

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The conference next turned its

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Empress of Asia	Empress of Canada	Empress of Russia	Empress of Asia	Empress of Canada
1923	1923	1923	1923	1923
1924	1924	1924	1924	1924
1925	1925	1925	1925	1925
1926	1926	1926	1926	1926
1927	1927	1927	1927	1927
1928	1928	1928	1928	1928
1929	1929	1929	1929	1929
1930	1930	1930	1930	1930

* Call at Nagasaki the day after departure from Shanghai.

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MONDAY, OCTOBER 6, 1930.

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S. S.	Tons	From Hong Kong About	Destination
MALWA	10,980	1930 11th Oct. Noon	Bombay, Marseilles & London.
*MIRZAPORE	6,715	15th Oct.	Straits, Colombo & Bombay.
KHYBER	9,114	25th Oct.	Marseilles, London, Hull, Rotterdam & Antwerp.
MACEDONIA	11,120	8th Nov.	Bombay, Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
*NAGPORE	5,283	15th Nov.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
KARMAALA	9,128	22nd Nov.	Bombay, Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
RAWALPINDI	16,619	6th Dec.	Bombay, Marseilles, London, Hull, Rotterdam & Antwerp.
KALYAN	9,144	20th Dec.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
LAHORE	5,301	27th Dec.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
RANCHI	16,650	1931 3rd Jan.	Bombay, Marseilles & London.
*JEPPORE	5,318	10th Jan.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
KASHMIR	8,985	17th Jan.	Marseilles, London, Hull, Rotterdam & Antwerp.
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TANDA	Tons	5,953 5,956 5,956	5th Dec. 1931 2nd Jan.

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SAILINGS TO SHANGHAI & JAPAN.

NELLORE	Tons	1930 6,853	8th Oct. Midnight	Shanghai, Moji, Kobe & Yokohama.
MOREA	10,954	11th Oct.	Shanghai, Moji, Kobe & Yokohama.	
KIDDERPORE	5,834	11th Oct.	Shanghai, Moji & Kobe.	
KARMALA	9,128	15th Oct.	Shanghai, Moji, Kobe & Yokohama.	
BENALLA	-	20th Oct.	Shanghai & Kobe.	
TALAMBA	8,018	22nd Oct.	Amoy, Moji, Kobe & Osaka.	
MACEDONIA	11,120	23rd Oct.	Shanghai, Moji, Kobe & Yokohama.	
LAHORE	5,304	5th Nov.	Shanghai, Moji & Yokohama.	
RAWALPINDI	16,619	7th Nov.	Shanghai, Moji, Kobe, Osaka & Yokohama.	
KALYAN	6,956	11th Nov.	Shanghai, Moji, Kobe, Osaka & Yokohama.	
JEPPORE	5,318	22nd Nov.	Shanghai, Moji, Kobe & Yokohama.	
RANCHI	0.144	22nd Nov.	Shanghai, Moji, Kobe & Yokohama.	
KASHMIR	16,650	5th Dec.	Shanghai, Moji, Kobe & Yokohama.	

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All dates are approximate and subject to alteration without notice.

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A WELL ESTABLISHED FAVOURITE OF PROVED HIGH QUALITY
Prepared from our own special formula, flavoured
with real fruit juices and the finest Eastern spices.
Unequalled by any similar product throughout the world.

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GRAND OPENING
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BROADWAY BABIES

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ALICE WHITE
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100% Talking Singing Dancing "Broadway Baby Dolls" "Jig, Jig, Jigloo" "Wishing & Waiting for Love"

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Desirable accommodations available to all ports.

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By clearing the factory of their entire stock of this line our London buyers were able to secure these saucepans at much below their usual price.

They are fireproof Enamel, brown outside with grey inside. Sizes 5, 5½, 6½, 7½ and 8 inches diameter. Good depth. Complete with lids.

SPECIAL PRICE \$5.75 set.

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Once sold out these cannot be repeated. Thrifty housewives should secure a set TO-DAY.

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WHITEAWAYS

The China Mail

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Overland China Mail

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Hong Kong, Monday, Oct. 6, 1930.

Tragedy of the Air.

Within less than three months after the disaster to the Walcot liner, which crashed on July 21 at Meopham, Kent, when the Marquis of Dufferin, Viscountess Edmond, Sir Edward Simons Warr, and Lieut-Colonel George Lockhart were killed, comes the news of an even more tragic disaster to Britain's Queen of the Air, R.101. Great Britain mourns the deaths of what a German aeronautical expert has well described as two of Britain's most brilliant Ministers and practically all of her first-class pilots. The occurrence is the most calamitous in the history of the flying of airships in the Empire, far transcending any previous crash. It has placed the whole Empire into poignant grief. It has placed the whole Empire under tribute to all the illustrious victims, none of whom could be spared by reason of their brilliance and enthusiasm in the cause of aviation.

It would be superfluous, at this distance from the scene of the gruesome tragedy, to attempt to anticipate the verdict of the British and French experts into the actual cause of the disaster. The most reassuring feature, however, appears to be the conjecture that the explosion on the R.101 did not occur until she had actually touched ground. If this view is eventually upheld, it cannot but place the disaster on a plane entirely different to that from which it might be viewed had the explosion occurred whilst the air liner was in mid-air. Even so, the loss of the great air liner and

In the midst of the gloom permeating the realm of British aviation, there emanates one ray—that, if flying by air liners is to be improved upon (as undoubtedly it must, whether now or in the course of time), British aeronautical experts must gain immeasurably by the lessons of early disasters. Flying has come to stay. Many pioneers may have to pay the penalty of unforeseen contingencies, but man has determined to conquer the aid—and man shall succeed!

grounds, and that is why it is so difficult.

There was much talk on the moral grounds for women's suffrage, but it was not actively attended to until it was made an economic question. As happens to all who are more moral than their time, the advocates for women's suffrage were regarded with disfavour by the majority, and in the next generation there will be few who will say that women's suffrage was not a great advance in civilisation. So with hunting; those who now advocate on moral grounds its abolition are regarded with disfavour, but should it, by being made an economic question, be prohibited, 50 years hence there will be few who will say that hunting was not barbarous and its prohibition praiseworthy.

If man's civilisation is to progress hunting must go the way of bull and bear baiting, of cock-fighting, of splitting starlings' tongues to make them sing. And so must a great many other revolting and out-of-date "sports" and diversions, such as shooting, pig-sticking, imprisoning for life, often in solitary confinement, beautiful and free creature in tiny cages, or in Zoos, as subjecting them to untold hardship and unnatural indignities in circuses and travelling menageries.

Those who enjoy or who tolerate others to enjoy these cowardly and bullying cruelties prove themselves unfit for any higher moral life, and we may be sure they will not attain it, for it is only for those who are kind and unselfish, and who have imagination and courage.

Yours truly,
"ADVANCED."

ROUND THE CINEMAS

"REDEMPTION" AT THE QUEEN'S THEATRE.

GILBERT'S STRATEGY.

John Gilbert is very careful of his props. Throughout "Redemption" his new starring picture for Metro-Goldwyn-Mayer, he never once forgot to wear a wedding ring—the same one placed upon his finger during the Russian double-ring marriage ceremony in an early scene of the picture.

An unemployed Chinese was at the Kowloon Police Court to-day fined \$50 or in default one month's hard labour, by Mr. H. R. Butters, when he pleaded guilty to being the keeper of a brothel at 12, Parkes Street.

The forthcoming marriage is announced by Carl Olferssen, merchant, of Messrs. Jebson & Co., Shameen, and Sascha Wilker, of Munich, en route to Hong Kong on the s.s. Fulda.

Yi Sze a married woman, was this morning fined \$60, with the alternative of five weeks' hard labour, by Mr. H. R. Butters, when she pleaded guilty to being the keeper of a brothel at 12, Parkes Street.

A meeting of the St. Andrew's Branch of the Scripture Union will be held in St. Andrew's Church Hall this evening at six o'clock, when the speaker will be Mrs. E. W. L. Martin, wife of the Principal of St. Stephen's College, Stanley.

Two fatal accidents were reported to the Police yesterday. The first report came from Mongkok to the effect that a coolie was killed by falling debris whilst engaged in demolishing a house at No. 138 Kung Lung Road. The second incident was reported from the s.s. Tonger stating that a coolie accidentally fell into the harbour and was drowned.

The Chinese Catholic community

are holding a reception in the Cathedral Compound, Caine Road,

on Thursday at 8 p.m. when an address will be presented to the Rev.

Simon Chan in honour of his return from Rome after having received the Sacred Order of Priesthood.

A High Mass of Thanksgiving will be celebrated at the Cathedral on Friday at 8 a.m. by the Rev. Father Simon Chan, when he will give the Papal Blessing (by special privilege of His Holiness the Pope).

CORRESPONDENCE.

"BLOOD SPORTS."

To the Editor of "China Mail."

Sir,—If by even the most ably directed campaign against "Blood Sports" you succeed in faintly modifying the views of one member of the recently organised hunt in the New Territories, you will indeed have achieved something.

Many attempts have been made, particularly of late years, by individuals and by the Press to suppress this most indecent "sport."

Progress from barbaric customs

to more civilised practices has

generally been brought about by

the discovery that the newer practice is economically soundest, not

because it is morally better: man

in his supreme conceit ascribes

the changed conditions to a higher morality, but the higher

morality is, as a matter of fact,

brought about later by the changed conditions.

The use of pit ponies is gradually

being abolished: it is

economically cheaper and better

to use trucks, not because

it is a perversion of the

lives of the ponies, or is

cruel to them. But we shall soon

forget that and believe that the

change was due to humane principles.

At present the particular form

of cruelty to animals known as

hunting cannot be stopped

through economic reasons, but

must be attacked solely on moral

Lady Shows Her Medals," Cooper on bended knee asks an old Scottish scrub woman, played by Beryl Mercer, to be his mother.

"PARAMOUNT ON PARADE."

Squadrons of sweeties, platoons of pipkins, companies of cuties, regiments of roaring comedians, brigades of beauties, divisions of dancers, armies of ace-actors. That's "Paramount on Parade," the all-time film sensation, the festival of the stars, which will open soon at the Central Theatre.

Never before has anything quite as gorgeously entertaining and delightfully intimate been seen on the screen. Paramount has brought together all the beauty and talent of Hollywood to support its glittering roster of famous stars and featured players in "Paramount on Parade." Eighteen starring interludes, each a complete show in itself, present the Paramount stars in the things you like best to see them.

A dozen real song hits, sung by the stars, are only one feature of the great film frolic. The comedians, such as Harry Green, Jack Oakie and Helen Kane, whose wit has brought them fame, combine with the great dramatic titans, such as George Bancroft and Ruth Chatterton, and the gorgeous dancing darlings, such as Nancy Carroll and Lillian Roth, to make an entertainment that will be talked about for years. Eleven Paramount hit-makers collaborated in the direction of this sensational show.

Maurice Chevalier sings. Charles (Buddy) Rogers makes love. Clara Bow displays the personality that won the "It" title. Skeets Gallagher brings some brand new laugh gags. And the most beautiful show and chorus girls in Hollywood furnish a glittering background for the spectacle. Many of the scenes are filmed in Technicolor, and music is furnished by such tremendously popular units as Abe Lyman and his band.

Jesse L. Lasky, Paramount production head, says "Paramount set out to make a show that would be like the ten biggest Broadway hits rolled into one, and we surpassed our own ambitious aims."

"THE DEMI-BRIDE."

Norma Shearer and Lew Cody are the leading players in M-G-M's picture "The Demi-Bride," which is playing at the Star Theatre today for the last time.

Adapted from a popular French farce, the film tells of the antics of a school girl who falls in love with Cody. Matrimonial tangles cause much humour as the scenes move on to a happy climax.

Lionel Belmore, Tenen Holtz, Carmel Myers and Dorothy Sebastian are in the supporting cast of the film.

"VANISHING PIONEER."

"Merry Macdaps."

Paramount's picture, "The Vanishing Pioneer," starring Jack Holt and Sally Blane, is being screened at the Majestic Theatre to-day and to-morrow at 2.30, 5.30, 7.20 and 9.20 p.m.

Away from the usual ball-room surroundings, "The Vanishing Pioneer" takes one out to an endless desert, where water to the pioneers is like gold to the financier. Jack Holt has a spectacular role as the owner of a ranch at Happy Valley. The story has interest, drama and romance.

William Powell is the villain, and Fred Kohler, Guy Oliver, Rosemary Karns and Tim Holt are in the cast.

On the stage, at the 5.30 and 7.20 performances, only Dot Faye and her Merry Macdaps appear. Last night they gave a bright show.

"Keep Your Sunny Side Up" being hot favourite.

Dot Faye was warmly applauded for her classical dance, toe dance, and African Hulu dance. The lighting effects are delightful, and the Macdaps costumes are neat and colourful.

Dot Faye is assisted by Maria Lilon, Doris Hunt, Phyllis Hunt, and Bella Hardie.

"Are you honest?" asked the old lady of the man who was after the post of a jobbing gardener.

"Loy, mum, yes," replied the boy. "The other day I went to the dentist, but the tooth wot was achin' stopped when I got on the doortop, but bless your life, mum, I shoved him half-crown through the letter box."

Ten Years Ago.

(From the "China Mail" of October 6, 1920.)

GRIM TRAGEDY OF THE AIR.

(Continued from Page 1.)
countered by the airship, all went well until shortly before the disaster. Apparently the last direct messages received in Britain from the airship were sent to Croydon Aerodrome.

Last Messages.

Shortly after midnight the R.101 said: "Thanks for valuable assistance. Will not require you further to-night." Croydon replied: "Still remaining on watch." Two hours later came an inquiry for position and Croydon worked out that the airship was then about one kilometre South of Beauvais. Within a very few minutes the disaster must have happened. The news that the R.101 was afire was told Croydon by Le Bourget.

Progress reports received from the airship during the flight recorded that moderate rain was encountered over London at 9 p.m. and that the course was set via Paris, Toulouse, and Barbonne. When Hastings was reached it was raining hard and a strong southwest wind was encountered. The height had been increased and a cruising speed of 54 knots maintained. The ship was said to be behaving well generally.

Their Final Smokes.

The French coast was crossed at St. Quentin, and the wind was then 35 miles per hour, with the airship flying at 1,500 feet. The last report stated that after an excellent supper the passengers had smoked their final cigars and, having looked at the French coast, had gone to bed while the crew had settled down to watch, keeping routine with the essential services functioning satisfactorily.—British Wireless Service.

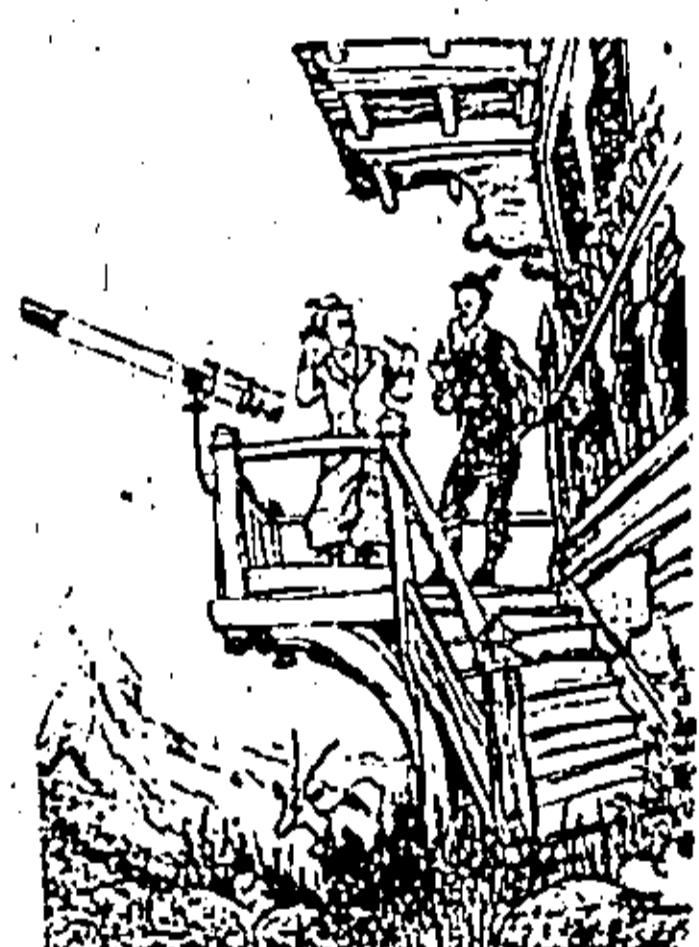
Early News.

Paris, 3.35 a.m., Yesterday. It is announced that an explosion occurred on board the R.101 at 2.30 a.m., while a few miles from Beauvais. Alarm has been caused here, but the report that the airship has been blown up is unconfirmed.

Paris, 4.05. Although no official confirmation has yet been received, it is persistently rumoured that the R.101 has blown up.—Reuter.

Paris, 3.45 a.m.

The R.101 exploded near Beauvais at 2.30 this morning.—Havas.



Tourist: "It's funny I can't hear the wonderful echo I heard here last year."

Inn-keeper: "You won't. The peegdog left me for a job on da talkies."—Passing Show, London.

London, 4.25 a.m.
In response to enquiries made at the Air Ministry at 4.05 a.m. it was stated that they had no information since the R.101 was reported over Abbéville at 1 a.m. Telephone enquiries by Reuter to the Royal Airship Works at Cardington, failed to elicit any information.

Paris, 4.25 a.m.
The last message from Beauvais definitely states that the R.101 has exploded.

Burst into Flames.

Paris, 5.15 a.m.
It is confirmed that the R.101 crashed at Beauvais, burst into flames and exploded.

Out of the fifty-three persons on board, only seven were saved. The remainder were incinerated. The dead are believed to include Lord Thomson. The survivors, who are all badly burned, have been taken to hospital at Beauvais.

Paris, 8.20 a.m.
The latest news from Beauvais states that eight were saved, most of whom are injured. Lord Thomson being among the dead.

The airship was flying very low at the time of the disaster. One survivor, an engineer named Leach, told Reuter's correspondent: "At the time of the accident, everybody was asleep except those on watch and the pilot. The airship was battling through a storm of rain and wind. It dipped thrice, then a very violent gust hurled it to the ground. At that moment the explosion occurred."

No bodies have yet been recovered from the airship's twisted skeleton, part of which is still burning.

List of Passengers.

London, 8.20 a.m., Yesterday. The total number aboard the R.101 was fifty-four and included Lord Thomson, Sir Sefton Brander, Wing Commander Colmore (Director of Airship Development), Lieut. Colonel V. C. Richmond (Assistant Director of Airship Development), Major G. H. Scott (Assistant Director of Airship Development), Mr. H. J. Leach (engineer), Flight Lieutenant H. C. Irwin (Captain), Squadron Leader E. L. Johnston (Navigator), Mr. M. A. Giblet (Meteorologist), and Major P. Bishop (Chief Inspector of Aircraft).

The Survivors.

The following are seven survivors:

H. Leach, W. G. Radcliffe (rigger), A. V. Bell (engineer), J. H. Binks, J. Cook, V. Savory, A. Disney. The Air Ministry hitherto has no information as to their condition.

Two Uninjured.

Beauvais, 8.50 a.m.
It is now stated that there are ten survivors, eight of whom are in hospital with burns. Two are uninjured.

Villagers at two o'clock in the morning saw the lights of the airship through rain and mist. She was flying very low, and was apparently in difficulties. Soon after this, there was a tremendous explosion, followed by a blinding flash.—Reuter.

Britain Stunned.

London, Yesterday. Britain is stunned by the R.101 catastrophe, involving the loss not only of the largest airship in the world, but also the Air Minister, Lord Thomson and Sir Sefton

(Continued at foot of next Column.)

GAS FIRES

CLEAN
CHEAP
COMFORTABLE
CONVENIENT

IN WHEN
YOU'RE IN,
OUT WHEN
YOU'RE OUT.

FIXED
FOR
FIVE
DOLLARS

THE GAS COY.

SHOWROOMS: ICE HOUSE STREET (Near Star Ferry)
245 NATHAN ROAD (corner of Jordan Road)

AND AT THE WORKS: WEST POINT

COURTING DANGER.

CYCLISTS FALL IN FRONT OF A BUS.

A Chinese was this morning charged before Mr. Butters with having ridden his bicycle in a dangerous manner. Detective Sergeant W. G. Humphreys told his Worship that the defendant had another boy on the bar whilst riding in Canton Road. They fell in front of a motor bus, which had to pull up suddenly, otherwise defendant and his friend might have been killed.

Defendant was fined \$5.

THE POETS IN CHINA AT THE MOONFEAST.

(15th Day of 8th Moon)

(Macaulay.)
Ho, Children, sound the joy note,
Come, schoolboys, let's go gay;
In every home, wherever we roam,
A feast is kept to-day.

To-day the doors and houses
Are hung with lanterns all;
And pumelos and moon cakes
On sale on every stall.

Each Chinaman's in purple
And dons his gala sham;
To circle round the city
In motor car and tram.

While evening follows morning
And West opposes East,
The birthday of Diana
Is China's greatest feast.

(Matthew Arnold.)
On the house-tops the lanterns
Float light in the breeze;
On the zephyrs the music
Comes soft o'er the seas.

Why linger these maidens?
To whom do they pray?
What deity merits
Such bounteous array?

For whom are the altars,
The incense, the feast?
See, Diana comes pale
From the magical East!

And maidens their orisons
Lip to their Queen,
As her ushern disc rises,
A pearl, through the sheen.

Great Mother of beauty,
The fair, not to wane;
Thou Goddess of women
Assurer of pain.

Lot thy brightness enliven
Our sorrow and tears;
Diana the changeless,
The daughter of years.

(Browning.)
Wimbl! bang! bang! how the crackers
blaze;

Look how the fish-lanterns blow,
It's one of China's gala days;
Crowds of people come and go,
Push through the throng! Here, Stop!
This is our house. No flag on!
Ring the bell, quick! get on top;
Look what comes—a big dragon.

There the festal board is spread
With moon cakes and pumelo,
Lishu and millet-bread,
And the queer fruit (don't you
know?)

All for the harvest moon,
Full, on her birthday,
Rising above Lyemun
Signal for mirth gay.

(Swinburne.)
When at night, time the tables are
bending
With the first fruits of sweet sacri-
fice!

Through the gloaming, on breezes
swaying,
Are savours of garlic and spice,
On the wings of the night as it settles
In gloom on the crags of Kowloon
Through smoke curls that shimmer
like petals

Uprise, the moon.

(Coleridge.)
In ancient days did Tong Ming Wong
A rich and sumptuous feast prepare,
Through mid-night hours the festive
thing

Danced two-step, fox-trot, jazz, and
a song,
And buried carking care.

But while the Imperial minstrel sang,
Tong Ming in slumber's winnowing
wings

Lay wrapt; he dreamed that through
Mid-light transcending one long sun-
mer noon,

Past fiery orbs of ever changing hue,
Before his dream entrapped vision
A fairy palace all aglow;

Where sapphire domes and halls
Like Elysian

With heavenly music flow.

It was a paradise surpassing fair,
Where rapturous music floated on
the air.

(Tennyson.)
Shine, shine, shine,
With thy silvery, light oh moon,
Making the night resplendent,
With the glories of the moon.

From the days of Solotrian man
With his flint-axe and weapons uncouth,
Thou changest, and waxest and wanest
For ever renewing thy youth.

While the stately orbs move on
To their haven down in the west,
While the earth-born mother suckles
Her infant at her breast.

Thou art Diana the changeless
Till the heaveous uproll like a scroll,
And restless man the unresting
And his universe reach their goal.

—A. H. C. in "Scenes from
the Dragon."

Brancher and the most famous of
British airship experts, including
Wing Commander Colmore, who
was responsible for all airship ac-
tivities. Major Scott, who com-

NEW ADVERTISEMENTS

PUBLIC WORKS DEPARTMENT

IT IS HEREBY NOTIFIED that SEIZED TENDERS in Triplicate which should be clearly marked "TENDER FOR STORES" will be received at the Colonial Secretary's Office until Noon of THURSDAY, the 23rd day of October, 1930, for the Supply and Delivery of Stores required by Government Departments during the year 1931.

For Specifications and Forms of

Tender apply at the office of

Superintendent Accounts and

Stores, Public Works Department,

from whom further particulars

may be had on application.

The Government does not bind

itself to accept the lowest or any

tender and reserves to itself the

option of accepting FOR ALL OR

ANY PART of each Specification.

HAROLD T. CREASY,

Director of Public Works,

3rd October, 1930.

LADIES' RECREATION CLUB.

Annual Tennis Tournament.

THE DRAW for the above will

take place at the Club-House

on THURSDAY, October 9, at 6

p.m.

E. D. L. SOMMERFELT,

Hon. Secretary.

HONG KONG JOCKEY CLUB.

THE EIGHTH EXTRA RACE MEETING will be held (weather permitting) at Happy Valley on FRIDAY, 10th October and SATURDAY, 11th October, 1930, commencing at 2 p.m. on both days.

The first bell will be rung at 1.30 p.m.

MEMBERS' ENCLOSURE

Members are notified that they

and their ladies must wear their

badges prominently displayed.

No one without a badge will be

admitted to the Members' Enclosure.

Badges admitting non-members

to the Members' Enclosure and

Club Rooms at \$5 per day for

Gentlemen, and \$3 per day for

Ladies, are obtainable through the Secretary upon introduction by a member, such member to be responsible for payment of all chits, &c.

Badges admitting to Members'

Enclosure will not be on sale at

the Race Course.

Members can obtain, upon applica-

tion to the Secretary, badges

(limited to two) for the free ad-

mission to the Members' Enclosure

of wives, lady relatives and

friends. Names must be stated

when applying.

On no pretext will children be

permitted in either Enclosure dur-

ing the Meeting.

PUBLIC ENCLOSURE

The Price of admission to the

Public Enclosure is \$1 per day for

all persons including ladies,

and is payable at the Gate.

Soldiers and Sailors in uniform are

admitted half price.

Bookmakers, Tic Tac men, &c.

will not be permitted to operate

within the precincts of the Hong

Kong Jockey Club during the

FOR

EARLY
AUTUMN
WEAR

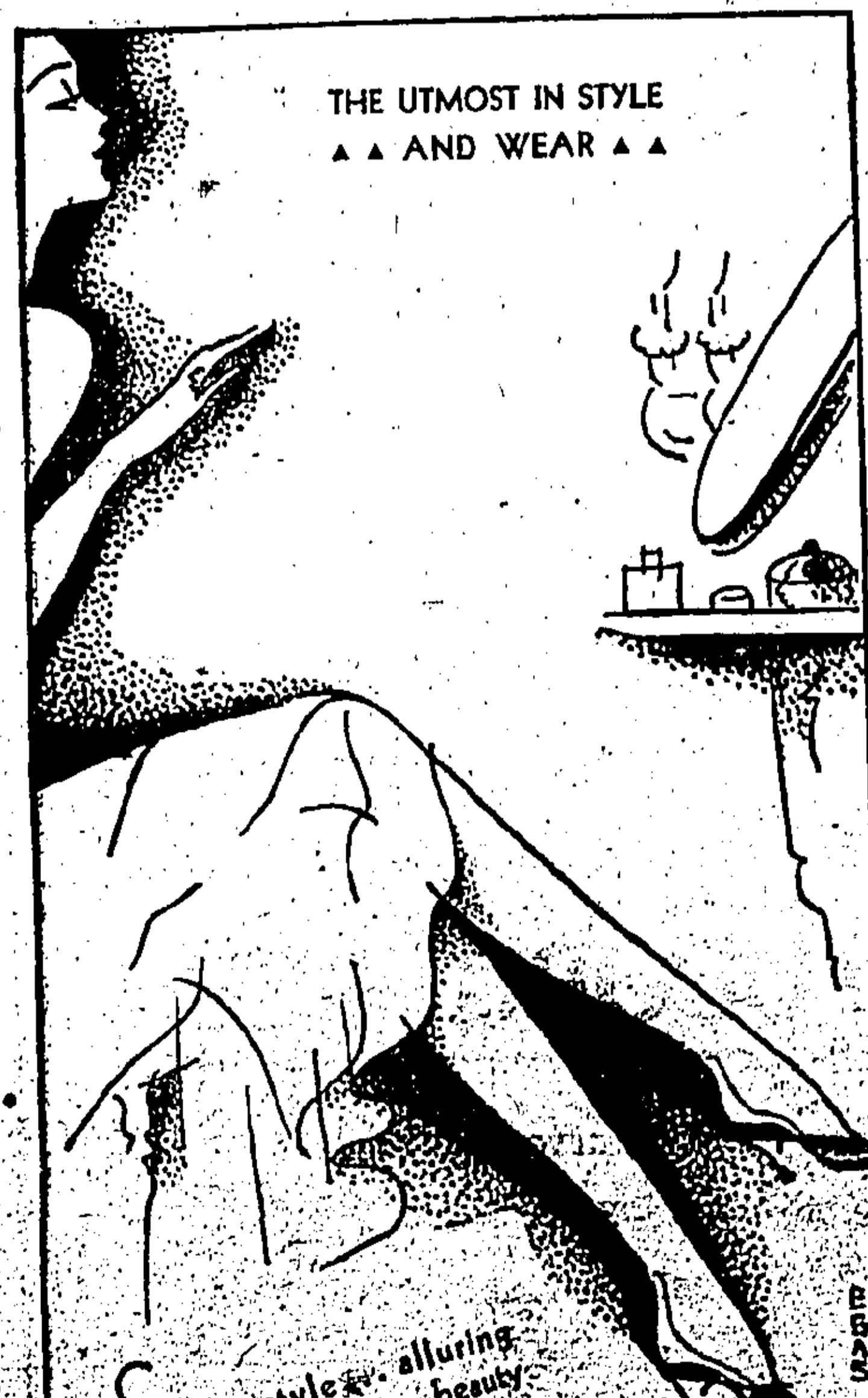
LIGHT WEIGHT
WRAP COATS
AND
WOOLLIES
IN
ALL SIZES.

LANE, CRAWFORD, LTD.
LADIES' DEPARTMENT.

G. FALCONER & CO., (HONG KONG) LTD.
WATCHMAKERS & JEWELLERS
DIAMOND MERCHANTS.
Union Building (Opposite G.P.O.)

Agents for:—ADMIRALTY CHARTS;
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
ENGLISH SILVERWARE, direct from Manufacturer.
High Class English Jewellery.

THE KWONG KWUI CO., LTD.
PHOTO SUPPLIES.
PHOTOS TAKEN DAY AND NIGHT.
LATEST VIEWS OF HONG KONG, CANTON & MACAO.
DEVELOPING, PRINTING, & ENLARGING
AT 24 HOURS SERVICE.
74, Queen's Road Central, Hong Kong.
Tel. 22170.



Smart styles, alluring
colours... exquisite beauty
lovely pure silk stockings
to bring joy to your heart.

An excellent choice? Certainly not! They
are the NEW Holeproof—DURABLE as
they are beautiful, yet moderately priced!

HOLPROOF HOSIERY

HOME FOOTBALL

LEICESTER GO DOWN TO BLACKPOOL.

ARSENAL ONLY DRAW.

(From Our Own Correspondent)
London, Saturday.
To-day's results in the English
and Scottish Leagues were as
under:

Division I.

Arsenal	1	Sheffield U.	1
Aston Villa	6	Huddersfield	1
Blackburn	2	Birmingham	1
Blackpool	5	Leicester	4
Chelsea	4	Middlesbro'	0
Grimsbay	4	West Ham	0
Leeds U.	0	Sunderland	1
Manchester-C.	4	Manchester U.	1
Newcastle	0	Liverpool	0
Portsmouth	2	Derby C.	0
Wednesday	1	Bolton	0

Goals.

Arsenal	9	W. D. L. F. A. Pts.	16
Aston Villa	9	7 2 0 29 12 15	1
Blackburn	8	5 2 2 24 16 12	1
Blackpool	9	4 1 1 17 10 12	1
Wednesday	9	4 1 1 14 10 12	1
Leicester	9	5 2 3 21 18 10	1
Newcastle	9	3 4 2 18 15 10	1
Portsmouth	9	3 4 2 18 15 10	1
Sheffield U.	9	2 5 2 22 19 15	1
Liverpool	9	3 3 3 25 32 15	1
Middlesbro'	9	4 4 2 21 23 15	1
Blackpool	9	3 2 4 14 12 8	1
West Ham	9	3 2 4 13 15 15	1
Chelsea	9	3 2 4 14 12 8	1
Birmingham	9	3 1 5 13 12 7	1
Grimsbay	9	3 1 5 20 22 7	1
Leeds U.	9	3 1 5 19 17 7	1
Blackburn	0	2 2 5 15 22 6	1
Manchester	0	2 2 5 10 19 5	1
Bolton	0	2 1 5 15 25 5	1
Sunderland	0	1 3 5 15 25 5	1
Wednesday	0	0 9 12 37 0	0

Goals.

P. W. D. L. F. A. Pts.	16
Everton	9 7 1 27 11 15
Preston N.E.	9 6 2 1 31 16 14
Bury	9 6 1 2 23 12 13
West Brom.	9 5 2 2 22 12 12
Wolves	9 6 0 3 25 18 12
Tottenham	9 5 1 3 27 15 11
Burnley	9 4 3 2 30 23 11
Oldham	9 5 0 4 14 15 10
Southampton	9 3 4 2 10 16 10
Port Vale	9 4 1 4 22 17 9
Swansea	9 3 3 3 13 16 9
Charlton	9 3 2 4 14 12 8
Stoke	9 3 2 4 14 19 8
Bristol C.	9 3 2 4 12 19 8
Notts Forest	9 3 2 4 20 19 21
Bury	9 3 2 4 14 15 10
Bradford C.	9 3 2 4 15 11 5
Millwall	9 2 2 2 22 15 23
Cardiff	9 1 2 2 7 18 4
Millwall	9 1 2 1 7 9 3
Reading	9 1 2 1 8 15 1
Barnsley	8 3 1 4 8 15 1

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Bury	9 6 1 2 23 12 13
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Wolves	9 6 0 3 25 18 12
Tottenham	9 5 1 3 27 15 11
Burnley	9 4 3 2 30 23 11
Oldham	9 5 0 4 14 15 10
Southampton	9 3 4 2 10 16 10
Port Vale	9 4 1 4 22 17 9
Swansea	9 3 3 3 13 16 9
Charlton	9 3 2 4 14 12 8
Stoke	9 3 2 4 14 19 8
Bristol C.	9 3 2 4 12 19 8
Notts Forest	9 3 2 4 20 19 21
Bury	9 3 2 4 14 15 10
Bradford C.	9 3 2 4 15 11 5
Millwall	9 2 2 2 22 15 23
Cardiff	9 1 2 2 7 18 4
Millwall	9 1 2 1 7 9 3
Reading	9 1 2 1 8 15 1
Barnsley	8 3 1 4 8 15 1

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Burnley	9 4 3 2 30 23 11
Oldham	9 5 0 4 14 15 10
Southampton	9 3 4 2 10 16 10
Port Vale	9 4 1 4 22 17 9
Swansea	9 3 3 3 13 16 9
Charlton	9 3 2 4 14 12 8
Stoke	9 3 2 4 14 19 8
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Bury	9 3 2 4 14 15 10
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Reading	9 1 2 1 8 15 1
Barnsley	8 3 1 4 8 15 1

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Bury	9 3 2 4 14 15 10
Bradford C.	9 3 2 4 15 11 5
Millwall	9 2 2 2 22 15 23
Cardiff	9 1 2 2 7 18 4
Millwall	9 1 2 1 7 9 3
Reading	9 1 2 1 8 15 1
Barnsley	8 3 1 4 8 15 1

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Stoke	9 3 2 4 14 19 8
Bristol C.	9 3 2 4 12 19 8
Notts Forest	9 3 2 4 20 19 21
Bury	9 3 2 4 14 15 10
Bradford C.	9 3 2 4 15 11 5
Millwall	9 2 2 2 22 15 23
Cardiff	

MONDAY, OCTOBER 6, 1930.

THE CHINA MAIL.

EASTERN AND AUSTRALIAN S.S. CO., LTD.

The steamship "NELLORE," 7,000 Tons, will be despatched from this Port on or about MONDAY, the 6th October, 1930, at 5 p.m. for Japan Ports VIA SHANGHAI.

For Freight & Passage apply to :—
MACKINNON, MACKENZIE & CO.,
P. & O. Building.
Telephone 27721 (4 Lines).

POST OFFICE NOTICE.

The entrance to the Parcels Delivery Section of the General Post Office is now in Des Voeux Road opposite Messrs Whiteaway & Laidlow's Store.

Parcels for posting at the General Post Office should still be handed in, as at present, over the counter in the Public Hall.

INWARD MAIIS

From	MONDAY, OCTOBER 6.	Per
U.S.A., Honolulu, Japan and Shanghai (San Francisco, Sept. 12)	President Jefferson	
WEDNESDAY, OCTOBER 8.	Tjisaroea	
Manila	Teiresias	
London (Parcels, Aug. 28) and Straits	Cremer	
Amoy and Swatow		
THURSDAY OCTOBER 9.	Tjipanas	
Japan		
Europe via Suez (Letters and Papers, London, Sept. 11) and Parcels (Sept. 4) Morea		
FRIDAY, OCTOBER 10.		
U.S.A., Honolulu, Japan and Shanghai (San Francisco, Sept. 13)	Shinyo Maru	
U.S.A., Canada, Japan & Shanghai (Seattle, Sept. 20)	President Grant	
Java	Tjibesar	
Japan and Shanghai	Malwa	
TUESDAY, OCTOBER 14.	Kitano Maru	
Australia and Manila		
WEDNESDAY, OCTOBER 15.	Terukuni Maru	
Straits		

OUTWARD MAIIS

For	MONDAY, OCTOBER 6.	Per
Samshui & Wuchow	Kochow	4 p.m.
Japan, Honolulu, Canada, U.S.A., C. & S. America and Europe via San Francisco	President McKinley (Due San Francisco, Oct. 29.)	
Parcels	Oct. 6, 3 p.m.	
Registration	4.15 p.m.	
Letters	5 p.m.	
President McKinley		
Registration	Oct. 6, 5 p.m.	
Letters	6 p.m.	
TUESDAY, OCTOBER 7.		
Swatow, Amoy and Foochow	Hai Yang	1 p.m.
Amoy	Tai Yuan	3.30 p.m.
Manila	Empress of Asia	3.30 p.m.
Swatow and Foochow	Ship Shing	5 p.m.
Amoy	Nam Sang	5 p.m.
WEDNESDAY, OCTOBER 8.	Mau Sang	10 a.m.
Sandakan	Chichibu Maru	
Shanghai, Japan, Honolulu, Canada, U.S.A., C. & S. America & Europe via San Francisco	(Due San Francisco, Oct. 30 and *Europe via Siberia)	
Letters	Oct. 8, 5 p.m.	
President McKinley	Registration	Oct. 8, 5 p.m.
Letters	Oct. 8, 8.30 a.m.	
THURSDAY, OCTOBER 9.		
Straits	Cremer	9.30 a.m.
Saigon	Telemachus	10.30 a.m.
Japan and Victoria, B.C.	Ixion	10.30 a.m.
Straits and Calcutta	(Due Victoria, B.C., Nov. 4.)	
Kum Sang		
Parcels	Oct. 9 Neón	
Letters	1 p.m.	
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe, via Marseilles		
K.P.O.	G.P.O.	
Parcels	Oct. 9, 4.30 p.m.	
Registration	Oct. 11, 9 a.m.	
Letters	10 a.m.	
FRIDAY, OCTOBER 10.		
Swatow, Amoy and Foochow	Hai Ning	9 a.m.
MONDAY, OCTOBER 13.		
Swatow, Amoy and Foochow via Marseilles		
Japan, Canada, U.S.A., C. & S. America and *Europe via Victoria, B.C.	President Jefferson (Due Victoria, B.C., Oct. 31.)	
Parcels	Oct. 13, 8 p.m.	
Registration	4.15 p.m.	
Letters	5 p.m.	
Shanghai and *Europe via Siberia	President Jefferson	
Letters	Oct. 13, 5 p.m.	
TUESDAY, OCTOBER 14.		
Swatow, Amoy and Foochow via Marseilles	Halching	1 p.m.
Calchas	(Due Marseilles, Nov. 13.)	
K.P.O.	G.P.O.	
Registration	Oct. 14, 1 p.m.	
Letters	1 p.m.	

* Superceded correspondence only.

OWNERSHIP OF A MOTOR CAR.

Assigned One Loan of \$1,000.

FIRST BUYER NOT HERE.

At the Summary Court before Mr. Justice P. Jacks, this morning, Mahan Singh, a Sikh money lender living in Kowloon, brought an action against Mr. B. R. Irane, manager of Messrs. C. M. Karanjia & Co., claiming possession of a motor car which was assigned to the plaintiff on a loan of \$1,000 by George Rouviere who is at present not in the Colony.

Mr. J. M. Remedios appeared for the plaintiff, whilst the defendant was represented by Mr. F. C. E. Rendall.

POINT AT ISSUE.

The case was fought out on the point that on the bill of sale drawn up for the plaintiff the car was referred to as private car No. 2058, a 520 Trot, the engine number of which is given as 218176; whereas the car which George Rouviere sold to Mr. Irane was a Fiat car. The other particulars contained in the bill of sale corresponded with the particulars of the Fiat car in the defendant's possession.

The case for the plaintiff was that George Rouviere approached the plaintiff at his house in Kowloon on June 16 for a loan of \$1,000, offering his motor car as security. The plaintiff agreed to this security, and because being a money lender, he had to transact his business at his registered address, the plaintiff gave George Rouviere a cheque for \$1,000 and then together they rode in George Rouviere's car to the Star Ferry wharf to cross to Hong Kong to have the plaintiff's solicitor draw up the bill of sale.

BILL OF SALE.

The car was parked near the Kowloon ferry and the parties came to Hong Kong and went to Mr. Remedios's office. Mr. Remedios was out and the plaintiff got Mr. M. A. da Silva to draw up the bill of sale, which was duly signed by George Rouviere. The cheque which plaintiff had given to George Rouviere was produced by the latter to Mr. da Silva who, after seeing it, signed as a witness of the receipt for the money.

Both the plaintiff and Mr. da Silva claimed that George Rouviere told them in Mr. Remedios's office that the car was a Trot, the only one of its kind in the Colony. Specifications of the car entered by Mr. de Silva in the deed of sale were copied to him from the car licence produced to him by George Rouviere. The writing on the licence was such that the name of the car could have been read as Trot and on George Rouviere's assurance that that was the name of the car, Mr. da Silva entered the name Trot in the deed of sale.

LICENCE REGISTER PRODUCED.

In support of his claim that the car in Mr. Irane's possession was the car referred to in the deed of sale, Mr. Remedios called Ip Hoipo, a clerk in the Police Traffic Office, who produced the licence register showing that licence No. 2058 was originally issued to George Rouviere, owner of a 520 Fiat car, the engine number of which was 218176. That licence was transferred on July 15 to Mr. Irane and related to the same car.

Mr. Rendall pointed out that in Mr. Irane's licence the model of the car was given as 508 and not 520. The witness said that the only reason he could offer for this difference was that a mistake had been made in entering the particular in the licence.

Mr. Rendall commented that that was a queer mistake because there is a Fiat car bearing the model number 508.

NO NUMBER FOR TWO CARS.

Relying to His Lordship, Mr. Ip said that it was not possible for licence number 2058 to be issued to two cars. A number which had not been renewed by the owner of

the car bearing it would not be re-issued to another car until after it had been in abeyance for three years.

Mr. Remedios's claim was that in spite of the fact that by a clerical error the name of the car had been given in the bill of sale as a Trot, the specifications contained in the document must refer to the car in Mr. Irane's possession.

The defence was that Mr. Irane did purchase, about July 17, a car from George Rouviere. But it was a Fiat car for which Mr. Irane paid \$2,000 in cash. He did so without any knowledge of the bill of sale.

NO "TROT" — CAR.

Mr. Rendall's argument was that the plaintiff had not shown that this was the car mentioned in the deed of sale given to him by George Rouviere.

Anyone should know that there is no such make of car as a Trot car, and therefore, as plaintiff had failed to record true specifications in the bill of sale, the question for His Lordship to decide was whether or not that document was valid.

As regards the other specifications which tallied with those of Mr. Irane's car, Mr. Rendall pointed out that the engine number of the car was not proof of identification as any other car could bear that engine number provided the manufacturer had arrived at that number in its output. The engine number was nothing more than a record of the number of cars turned out by a car manufacturer.

The other number, Mr. Rendall pointed out, was not the engine number of the car was not proof of identification as any other car could bear that engine number provided the manufacturer had arrived at that number in its output.

Mr. Remedios pointed out that the number followed the words "private car" and that indicated that it was the licence number that was being referred to. They all knew that licences were issued for either "private" or "public" cars.

BETWEEN THE PARTIES.

Mr. Remedios pointed out that the number followed the words "private car" and that indicated that it was the licence number that was being referred to. They all knew that licences were issued for either "private" or "public" cars.

ROUVIERE'S PROPERTY.

Mr. Rendall asked how they were to know that, even if, it was a licence number, it was a Hong Kong licence number. It was not in the specifications. It might have been the car's body number for all they knew. Another point to be considered was how were they to know that George Rouviere did not possess more than one car?

Alternately Mr. Rendall's defence was that the plaintiff's action was premature because the bill held by the plaintiff was not due until November 5. The specifications did not give the address where the car was kept. Probably it was presumed that it was in the Colony.

Mr. Rendall claimed that that was the name of the car, Mr. da Silva entered the name Trot in the deed of sale.

Mr. Remedios replied that the claim was for \$1,000 for wrongful transfer or conversion of the car on which the plaintiff already held a lien and, therefore, he was not obliged to wait for the arrival of the due date.

After Mr. Remedios had referred to authorities in support of his contention, Mr. Rendall agreed to drop this point of his defence.

HIRE PURCHASE SYSTEM.

In the course of the case, it came out that George Rouviere secured the car from Messrs. A. Goeke and Co., on the hire-purchase system. He paid \$1,000 in cash and drew up with the firm what Mr. Rendall called "a home-made agreement" to pay so much per month for the balance. The car was worth \$2,800, so that Messrs. Goeke lost \$1,800 in the transactions.

When it came out that George Rouviere had gone away, Messrs. Goeke also put in a claim against Mr. Irane, through Messrs. Deacons, for the return of the car, and Mr. Irane was in a quandary as to whether he must surrender the car, and, if so, to whom. Then they were able to convince Messrs. Goeke that they had no claim, in spite of the agreement signed by George Rouviere, the transaction relating to the car was a sale, pure and simple. Then, before attention could be turned to the plaintiff, action had already been taken by the latter in Court, on a matter which Mr. Rendall suggested could have been settled be-

EXCHANGES.

TO-DAY'S QUOTATIONS.

ON-LONDON.

Bank, wire 1/3 9/16

Bank, on demand 1/3 9/16

Bank, 4 months' sight 1/3 11/16

Credits, 4 months' sight 1/4 1/4

Documentary, 4 months' sight 1/4 1/4

On Paris—

On demand 80 2/4

Credits, 4 months' sight 84 2/4

On New York—

On demand 81 1/2

Credits, 60 days' sight 82 1/2

On Bombay—

Wire 87 1/2

On demand 87 1/2

On Calcutta—

Wire 87 1/2

On demand 87 1/2

On Singapore—

On Manila—

On demand 63 1/2

On Shanghai—

On demand Tls. 80 1/4

Dollar 81 1/2

On Calcutta—

Wire 87 1/2

On demand 87 1/2

On Singapore—

On Manila—

On demand 63 1/2

On Shanghai—

On demand Tls. 80 1/4

Dollar 81 1/2

On Calcutta—

Wire 87 1/2

On demand 87 1/2

FARMERS TAXED OUT OF EXISTENCE.

How Civil War Kills Agriculture.

PROBLEM CHINA MUST FACE.

A Chinese resident of Peking was surprised, late this summer, when his servant brought word that a friend from the country had called to see him. The friend was a farmer who owned his own land, and whose family had owned the same land for centuries.

"What are you doing in Peking at this time of year?" he asked the farmer. "Is this not harvest time?"

The farmer nodded. "But that does not concern me," he said. "I am no longer a farmer. I am looking for work in the city."

"In the city," exclaimed the Peking resident. "Why, you have been a farmer all your life. What work would you do here?"

The farmer shrugged his shoulders. "Cooles' work, any sort of work to earn an honest living," he replied. "It is no longer possible to earn food and clothing on my farm."

TAX-COLLECTORS.

As the conversation continued, the Peking resident was astonished to learn that hundreds of farmers in the vicinity of Peking, in one of the most prosperous agricultural sections of China, were leaving their farms.

His friend explained:

"The militarists are taxing us out of existence. This has been a good year for crops, and we were hopeful, after many lean years. And our crops were good. But the tax-collectors watched us like hawks. When we got a little ahead, they came around and said we must pay war-taxes."

"We paid, and still managed to get a little ahead. Then the tax-collectors came again. We had to pay. But they came a third time, and took everything we had. That was the last straw. I left my land idle, and hundreds of my neighbours have done the same."

Impossible to Sell Land.

"Did you try to sell your land?" he was asked.

"It is offered for sale, but there are no buyers," he replied.

"Nearly all the land in my neighbourhood is for sale, with no buyer. Why should anybody farm when they can be soldiers or bandits. The harder we work, the more the tax-collectors take."

Reports from all parts of the north indicate that the farmers' revolt, which has been predicted for some time by astute Chinese observers, has finally taken definite shape. Thousands of farmers are leaving their land idle, selling it for

MAULED BY LIONESS

DRAMA ENACTED BEFORE EYES OF LARGE CROWD.

A keeper was severely mauled by an African lioness in a menagerie on Barry Island in the presence of a large crowd of people last month.

The keeper, Captain Bert Clark, of Lyndon Avenue, Kensal Rise, London, entered a cage containing two lionesses at the evening performance, and almost as soon as he stepped forward one of the animals snarled upon him and buried her claws in his back.

The trainer, Sergeant Major David Barclay, M.C., D.C.M., of Edinburgh, who was standing nearby, rushed into the cage and succeeded in pacifying the animal.

He then carried Clark from the cage, and ambulance men belonging to the menagerie treated him before he was taken to the Barry Hospital, where he now lies.

Sutures had to be inserted in Captain Clark's back, and he had also scratches on his arms and side.

GERMAN UNEMPLOYMENT.

The official unemployment returns in Germany for Aug. 15 show a further increase by approximately 80,000 to a total of 2,845,000. The number of short time workers also increased appreciably.

It is however, confidently expected that the Government's programme for stimulating industry by awarding emergency contracts, which is already under way, will reduce these figures or at any rate will offset a further lengthening of the list of the unemployed.

a song if they can, and drifting away to do any odd jobs they can find.

The seriousness of this movement is apparent from the fact that three-quarters of all the people in China are farmers. Industrial development is just beginning, and the country must remain predominantly agricultural for a long time. But the military incubus has done its best to destroy agriculture, and has fairly succeeded.

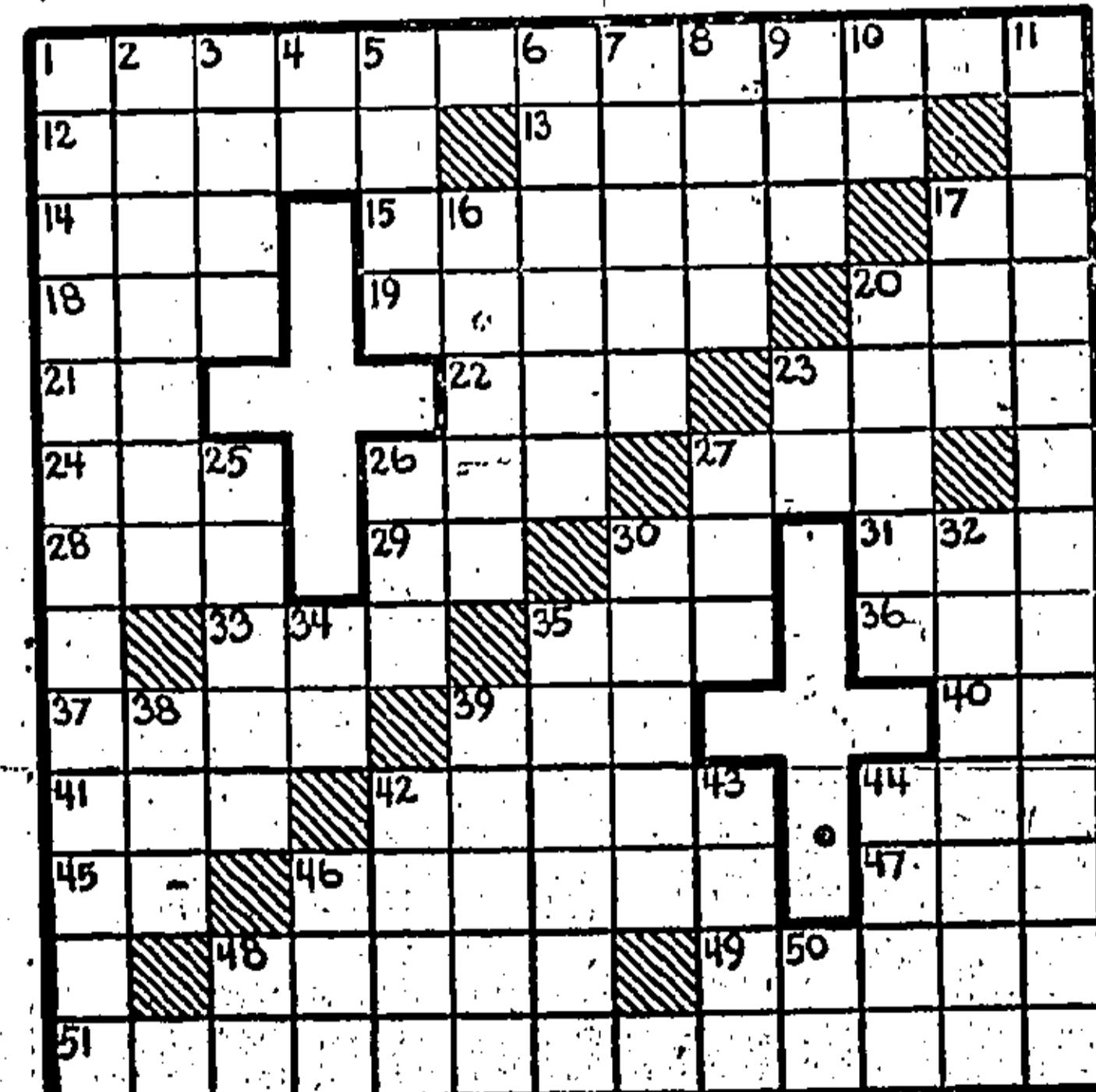
The cities are filling up with farmers, who pull rikshas or do coolie work of all descriptions to earn their food and clothing. Some of them even beg. And hundreds of farms stand idle.

This situation offers a rich field for Communist agitators. Hundreds of thousands of Chinese farmers feel they have nothing to lose, and are ready to accept any change which will improve their condition.

Observers agree that this problem is the most serious which any organised Government in China must face, when civil wars spare time for considering any constructive projects.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert, but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



HORIZONTAL

- 1-Unflagging
- 2-Elevate
- 3-A square land measure (pl.)
- 4-Run (Sot.)
- 5-African antelope (pl.)
- 6-Dialect (abbr.)
- 7-Ancient city of Lower Egypt
- 8-Antediluvian
- 9-Paid (abbr.)
- 10-Reformed Church of America (abbr.)
- 11-Haul
- 12-A Portuguese coin
- 13-Eon
- 14-American poet
- 15-Superlative ending
- 16-Prominent (abbr.)
- 17-Jumble
- 18-Tumble
- 19-A head
- 20-A desert animal
- 21-Portuguese coin
- 22-Before
- 23-Alcoholic beverage
- 24-Golf term
- 25-Emotional
- 26-A gap in a ridge
- 27-Flock
- 28-Plough
- 29-Before
- 30-Acrobatic
- 31-Head
- 32-Plough
- 33-Portuguese coin
- 34-Before
- 35-Acrobatic
- 36-Head
- 37-Plough
- 38-Before
- 39-Acrobatic
- 40-Head
- 41-Plough
- 42-Portuguese coin
- 43-Before
- 44-Acrobatic
- 45-Head
- 46-Plough
- 47-Portuguese coin
- 48-Head
- 49-Plough
- 50-Head
- 51-Plough

HORIZONTAL (Cont.)

- 52-The chief minister of Abyssinia (Eth. III-VII)
- 53-Shade tree
- 54-Coy
- 55-Coy
- 56-Type of hat
- 57-One of a fabled race of giants (Gr. Myths.)
- 58-Public institution
- 59-That cannot be restrained
- 60-Nymphs who presides over lakes and pools (Gr. Myth.)
- 61-Act
- 62-Memoranda
- 63-Fasten
- 64-Pertaining to hair
- 65-Gamis as Bolton
- 66-Musical note
- 67-A black, hair-like fibres made from the palm
- 68-Corduroy
- 69-Plant that dies down after flowering
- 70-Netherlands (abbr.)
- 71-Dominican
- 72-A church model (abbr.)
- 73-Baronet (abbr.)
- 74-Cardinal (abbr.)
- 75-Desert animal
- 76-Plant that dies down after flowering
- 77-But John dear," she implored him, "be careful not to do anything that won't you!"
- 78-"Run!" he said. "Of course I'll be careful. I'm only going to give him a hand. Why, the poor old fellow won't be able to get the piano keys!"
- 79-"By Jove!" her husband replied.
- 80-"I'll just run down," she implored him, "be careful not to do anything that won't you!"
- 81-"Run!" he said. "Of course I'll be careful. I'm only going to give him a hand. Why, the poor old fellow won't be able to get the piano keys!"
- 82-Heavy batteries held at The Needles
- 83-The King's Cup competition for shooting among the Territorial Heavy batteries held at The Needles
- 84-Dominion suffrage (abbr.)
- 85-A church model (abbr.)
- 86-Baronet (abbr.)
- 87-Coast regions and islands of W. Asia
- 88-Mister
- 89-That cannot be restrained
- 90-Acrobatic
- 91-Head
- 92-Plough
- 93-Acrobatic
- 94-Head
- 95-Plough
- 96-Acrobatic
- 97-Head
- 98-Plough
- 99-Acrobatic
- 100-Head
- 101-Plough
- 102-Portuguese coin
- 103-Before
- 104-Alcoholic beverage
- 105-Golf term
- 106-Emotional
- 107-A gap in a ridge
- 108-A head
- 109-Plough
- 110-Acrobatic
- 111-Head

AN UNCONVENTIONAL MONARCH.

King of Bulgaria a Payer of Surprise Visits.

Sofia, Sept. 1.—King Boris of Bulgaria is no lover of ceremony. A surprise visit received, by some of his subjects a few days ago is typical of his unconventional ways. Donning the uniform of an officer of the mercantile marine, King Boris left his palace at Euxinograd on the Black Sea and piloted his launch alone into the port of Varna. He ran the launch alongside the Bulgarian liner "Bourgas," clambered aboard and walked about the ship watching the unloading operations unrecognised and unchallenged.

The Secret Out.

Walking up to the bridge of the ship he encountered the captain who at once recognised him, saluted and stood to attention. The secret was then out, the news spread that the king was aboard the ship and a big crowd collected on the quay-side. The King afterwards returned to his launch, headed it to the cheers of the crowds, out towards the heavy seas that were running outside the harbour, and returned alone to the Royal Harbour at Euxinograd.—United Press.

RADIO

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wavelength of 855 metres:

5 p.m.—Chinese Programme.

7 p.m.—European Programme of Columbia Records selected and supplied by The Anderson Music Co. Chamber Music.

Trio in D Minor—Scherzo (Mendelssohn).

Moment Musical (Schubert).

The Chernivsky Trio, 3733.

The Broken Melody,

Cello Solo, 2127.

Tallansee (Scott).

The Zephyr (Hubay).

Zimbalist, Violinist, 167.

Quartet in D (Tschalikoff).

Linen String Quartet, 1805.

7.30 p.m.—The Rev. Mr. H. K. Wells will give the seventh lesson from "Cantonese for Everyone."

8.10 p.m.—A Talk—The Beginnings of the Empire Overseas by Ernest Young B.Sc., Joint Author of "The Human Geographies"

Nocturne in E Flat (Chopin), Squire Octet, 9142.

A Summer Night,

Doris Vane—Soprano, DX71.

Large (Veracini).

Joseph Szigeti—Violinist, 2097.

Tom Bowring,

William Heseltine—Tenor, DX60.

A Bright Morning on the Alps,

Instrumental Trio, 2349.

Homing—Muriel Brumill.

Contralto, 3328.

Theme and Variations (Beethoven).

Viola Solo by Tertis, 2172.

On the Road to Mandalay,

Harold Williams, Baritone

9146.

Invitation to the Vale,

Squire Octet, 06-8.

The Tempest (Farrell),

Norman Albin—Baras, 9929.

Weather Report, Local Time and

Press.

Vaudeville Music.

Sunny-side Up—Selection,

Jack Payne and His B. C. Orch.

6559.

The Fly on the Turnips,

Harry Dearth—Baritone, DX50.

Singin' in the Rain,

My Song of the Nile,

Layton and Johnstone

Duetists, 6650.

5650.

Hilo and Na Ali,

Instrumental Trio with

Saxophones, 1729.

Jollity Farm,

Bunkie-Doddle—I Do!

Leslie Savory—Comedian, 5637.

Any Nags, Bottles or Bones,

Will 'Anybody have a drink?

Jack Payne & His B. C. Orch.

D10.

I want to be Happy,

Tea for Two,

Irish Troubadours, 2078.

The Man who broke the Bank at Monte Carlo.

Two Lovely Black Eyes,

Charles Coborn, Entertainer,

5159.

Sing Ho, for the Days of Drinking,

On the Beach at Bangaloo,

Norman Long—Entertainer, 5150.

Around the Corner,

With my Guitar and You,

Ben Sylvin & His Orchestra, 2221.

Lonca Little Doll,

Karamaginoff...Xylophone Solo, 5340.

Daddy,

Billy Bennett—Comedian,

The M. P., 5664.

10.30 p.m.—Close Down.

Note to Listeners.

A 2 minute Timing—in signal is now given 5 minutes before every broadcast transmission.

Mr. Thumper—who was aspiring much to her husband's agency, to be a pian

MONDAY, OCTOBER 6, 1930.

THE CHINA MAIL.

MUSIC • DRAMA • FILMS.

AN INTERNATIONAL FILM AGREEMENT.

Straits Settlements for American Group.

An agreement among talk-film concerns has been concluded in Paris, says an Amsterdam message. The participants on the one hand are the Kuchenmeister International for Acoustics, Amsterdam, the Tonbild Syndicate, A.E.G., and Siemens-Halske and on the other, the American Electro-Technical Concern, Electrical Research Products Corporation (Western Electric), Radio of America, Photo Films and the principal producers of talking films.

The American and Dutch-German talk-film interests have thus laid the basis for the development of the talk-film industry and for an extension of operations on the whole world market. The Dutch-German concern has made arrangements with the leading French, Gaumont and other concerns. The Paris agreement provides for the division of the world's market into territories and countries in which both groups can work together in free competition on the basis of wholesale interchange of patents, the stopping of all pending lawsuits and the introduction of inter-exchange of films and apparatus.

Allocation of Areas.

The following countries (among others) have been allocated to the Dutch-German concern, in which it may operate exclusively: Italy, Dutch East Indies, Germany, Austria, Finland, Czechoslovakia, Yugoslavia, Bulgaria and Roumania.

To the American group these countries have been allotted: United States, Canada, Newfoundland, New Zealand, Straits Settlements, Australia, India and Russia. In all of the countries both groups will operate in free competition.

As regards Great Britain, a special pool arrangement has been concluded, according to which the income out of licences will be divided in a proportion satisfactory to both parties. This pool agreement will go on for four years, and after that period Great Britain will become a so-called free country for both parties.

A general 15-year agreement, which is still being worked out in detail by legal advisers, has also been provisionally concluded.

TALK-FILMS.

MUSICIANS AND WORKERS OUT OF EMPLOYMENT.

The sweeping advance made by talking-pictures in London is spreading all through the provinces, where many theatre managers are perturbed by the invasion, although they regard the new form of entertainment as only a temporary rival.

For instance, in Birmingham the advent of talk-films has thrown about 350 skilled musicians and a large number of general workers out of employment.

There are 74 cinemas in the city. Four others are being built, and three more are planned, while the domain of vaudeville is about to be invaded at the Grand Theatre, a nine-months preliminary lease of which has been acquired by Universal Pictures, Ltd.

Birmingham retains four theatres for "legitimate" production and two for variety, otherwise it is a "Cinema City."

In Nottingham one theatre and one music-hall have been converted into picture houses; there are now 24 picture houses in the city, one legitimate theatre, and one music-hall.

The opinion that the domination of the cinemas will become even more absolute was expressed by Mr. F. Carlton, honorary secretary of the Manchester Cinema Exhibitors' Association, who said to a Daily Mail reporter:

"So many theatres are going over to talk-films, that soon only the biggest theatrical productions will be in demand. The smaller theatres will probably all go over to films before long, with the result that small revues and variety companies will be driven off the road."

One of the most striking changes in Ireland is the turn-over of the Theatre Royal, Dublin, to talking pictures. The Theatre Royal has long been the musical revue and variety theatre.

Tax Blamed.

In the opinion of Sir Oswald Stoll, the entertainments tax is at present the worst enemy that the entertainment industry has to contend against. He said to a Daily Mail reporter: "The amount of the receipts from the public paid to the Treasury by almost every management would provide a satisfactory profit if it could be retained."

A West End theatre manager said:

"Talking pictures like other new entertainments, although in recent years have taken a good deal of

HUMMING AS VOICE IMPROVER.

Hint to Music Teachers: Change of Voice.

Mr. Cyril Winn, his Majesty's Inspector, Board of Education, speaking at the summer course in music teaching at Oxford, said:

"People who teach in elementary schools in Britain are better off than those in secondary schools,

where they never seem to have a moment to themselves. When the school age is raised to fifteen I hope we shall have better opportunity for culture, and much more musical and dramatic work in the new regime."

At present the only outlet for the adolescent seems to be the picture-house. This is an awful pity.

Musical and dramatic work are excellent outlets for the emotions of the adolescent as well as adults. If these emotions do not have outlets in the right way they will in the wrong way, therefore it is part of our job to see these things are attended to.

"Ordinary people have not yet been given a change in music. We have had a Beggar's Opera, so why shouldn't we have a Dustman's Opera or a Butcher's Opera. Quite possibly there are embryo Wagners or Schuberts in our elementary schools as well as Gracie Fields, so that with our advanced musical methods there is no reason why a dustman who has learnt music at an elementary school and has a flair for melody-making should not write a dustman's opera."

Value of Humming.

"One fool-proof method of teaching singing is to make children hum. You cannot make a mistake or do harm with humming. The value and beauty of really soft tone seems to have gone, for you hear very little of it these days. Most singing is a sort of muddy mezzo-forte. It sometimes gets loud and strident, but seldom really pianissimo, but you can always get it by humming, and you can also take off to any vowel from humming without strain. It is fatal to practise always on the vowel sound. Do you all know that sort of curious sound which we get in village choirs where everything is coloured by it? It is not music, I don't know what you could call it except a sort of horrible bleating noise."

Touching on modal scales, Mr. Winn, said he had discovered a curious fact regarding them, although he had not fully proved it.

This was that so-called tone-deaf children who cannot sing an ordinary scale can sing modal scales.

"I have tried many times to get these tone-deaf children to sing a scale, starting at D," he said; "in nearly all cases they have sung the modal scale."

The Change of Voice.

As regards the difference between girls' and boys' voices Mr. Winn said: "It is little short of criminal that when we make them sing in parts we give the boys the lower part and the girls the higher. Boys about eleven years of age are at their best in the upper regions.

Nearly all our songs are written too low, certainly for boys' voices. If you are doing part songs, or descants, boys must have the upper parts. The old masters realised this and wrote accordingly. When boys get to the age when their voices change I do not think any harm is done by letting them go on singing, provided, of course, they are not allowed to strain their voices. I think it an awful shame that boys should give up their singing. So often they never take it up again, and that, I think, is partly why it is so difficult to get men into choirs and choral societies.

"Girls, too, have a corresponding stage to the boys change of voice, when they get husky and breathless. It is a purely natural thing, and we cannot help or improve it. We can only see that they do not strain their voices, and just let them go on singing and making rather funny sounds in their husky breathlessness way until it passes."

Mr. Winn gave his audience of teachers some humorous singing exercises which convulsed them with laughter. "Jove," he shouted, "that sounds like the lost chord, but we ought to get a little fun out of the exercises we have instead of sticking on the dull stodgy ones in the way we are apt to do."

Topsy-turvy-dom in the older established forms of entertainment but from this the theatre is emerging very well and maintains an enviable position among all the newest forms of entertainment.

Even the variety stage, which everyone thought dead, is coming into its own as the rescuer of indifferent talk-film programmes. Any number of cinemas are engaging a regular series of turns.

It is the depressed state of this country which has generally prevented the theatres and music-halls from readjusting themselves to the new competition as readily as they otherwise would have done.

MISSIONARIES BAR "MOVIES."

Veterans Still Preaching Against Theatres.

Peking, Sept. 8.

While American "talkies" are making rapid strides in China, and new theatres are being opened in the larger cities at frequent intervals, a little band of old-fashioned American missionaries are fighting a rear-guard action against the advent of moving pictures, which they consider wicked.

Most of the younger missionaries do not oppose theatre-attendance, and even go themselves on occasion.

But two or three hundred veteran missionaries, many of them in the remote interior of China, are still preaching against theatres, and warn their Chinese converts that they risk divine disapproval by attending the "talkies" or "movies."

The point of view of the "bitter enders" among the missionaries is expressed in a letter to the "North China Star," American-owned newspaper in Tientsin, from Marcy Ditmanson, an American missionary in Inyl, a city in the interior of Honan province. Mr. Ditmanson writes as follows:

"A Novel Standpoint.

"I think you have a fine paper, but it is made to please men and not God, as most magazines and newspapers are nowadays. In your paper I think God dislikes the theatre advertisements and pictures.

I suppose you do get money by putting them in, but you get it in a wicked way.

"There is as much harm done by putting them in as it is for a saloon-keeper to give people beer and whisky, because by advertising the theatres you get people who perhaps have never gone to a theatre to get interested in them and little by little they are led farther from Christ. By going to the theatres, does it lead them nearer to Christ?

"No matter how many times you searched the world you would not be able to find any 'movie star' that could compare with Jesus Christ in kindness, greatness or anything. By advertising these different theatres, you only get people to lose their lives in sin.

"The Second Commandment says

"Thou shalt not take the name of the Lord thy God in vain; for the Lord will not hold him guiltless who taketh his name in vain." This not only means we should not swear or say things we should not say, but by writing in words or pictures what is wicked.

"We should rather try to keep people from going to movies and theatres. You call Charles Chaplin and some of the movie people great, but they are not a kind of great people. People who fear and honour God are the true kind of great people.

"Tool of the Devil.

"You have quite a good newspaper, but I think it has too much movie stuff in it. I am not criticising your paper. I am just saying that the theatre is a tool of the devil to draw people away from Christ."—United Press.

ADVICE TO SINGERS.

VALUE OF MEDIOCRE VOICES.

Mrs. Henderson, wife of Mr. A. M. Henderson, organist to the University of Glasgow, speaking at the Oxford Music Conference, said astounding things could be done with the mediocre voice.

People with good voices were often content that they did not worry further, with the result that people with mediocre voices who made the best of themselves, often came out on top.

"There are very few good singers who will last," she continued, "for the simple reason that they will not spare the time to do the spade work, wanting to sing before their voices are ready. The result is there are more fine instrumentalists than singers to-day. But training in speaking will help in singing."

Massage for Vocal Chords.

"If you have throat trouble and lose your voice, instead of resting it completely, hum up and down just a little. This acts as a kind of massage to the vocal chords, and the voice usually returns quicker than if left alone."

Dr. Adrian Boul, the R.B.C. musical director, said that a healthy sort of nervousness was a necessity in performances. No great artist had been able to go on a platform without feeling nervous, but there were two kinds of nervousness. The great thing not to do was to arrive too early at the concert hall, or go on the platform too early. It was necessary.

The Bishop of London, Dr. Wil-

liam Ingraham, was motorising in Inverness when his car collided with another car in which were a woman and two children, the latter being a baby. The wife would have done

GIRLS' WALK IN SHORTS.

French Gendarme's Objection.

London, July 30.

Shorts and silk pullovers may be all very well for the Thames river girls or the belles on Brighton beach, but English holiday-makers in Brittany must be more careful,

as two London girls who have just

returned from a stay in Rochefort, a village near St. Malo, have found.

One of them is Miss Phyllis

Morgan, aged 19, daughter of the Town Clerk of Acton, and her companion was Mrs. Edith Bowie, aged 20, wife of the Rev. W. T. Bowie, an Acton Baptist minister.

The day before leaving for Eng-

land they were walking down the

tiny main street of Paramé towards

St. Malo in shorts and silk pullovers,

and when they attracted the attention of

a gendarme, who decided that such a costume would not do for Brittany.

Miss Morgan said that when

she and her friend were stopped

they were taken to the police

station, where the Commissioner

pointed out that the village had a

law which forbade anyone wearing

in the village such costumes as they

had—white shorts and silk pullovers

without a wrap.

"The law," she said, "evidently

referred to bathing costumes, and

although we stated that our dress

was not a bathing costume he insisted

that 'at least it was similar.'

"We told him that we had been

walking through all parts of the

district in our costumes, and had

been stopped but he allowed us to

go on only on the understanding that

we went straight back to our

hotel."

39 MOVIE "EXTRAS."

LOSE SUIT FOR WAGES AGAINST PRODUCER.

Manila, August 28.

The suit filed some time ago by the bureau of labour with the municipal court in behalf of 39 American

movie "extras" who sought to collect their allegedly unpaid salaries

from Petronilo Tolentino, proprietor of Central Film Producer, pioneer of movie picture corporation of this city, has been dismissed by Judge Jose Bernabe, of the first branch of the municipal court.

The judge, after going over the

evidence, both oral and documenta-

ry, presented by both sides, ruled

that the plaintiffs had no cause of

action. It was ruled that the

plaintiffs, veterans and well-known

clitimmers, did not actually work for

the defendant.

The plaintiffs, in whose behalf

the production of a locally made

film, "The Tragic Death of General Luna," was dragged into court,

numbered 39. They sought to col-

lect P381.50 at P8.50 each.

The veterans alleged that they

were hired to "fight" before the

camera on June 4, in connection

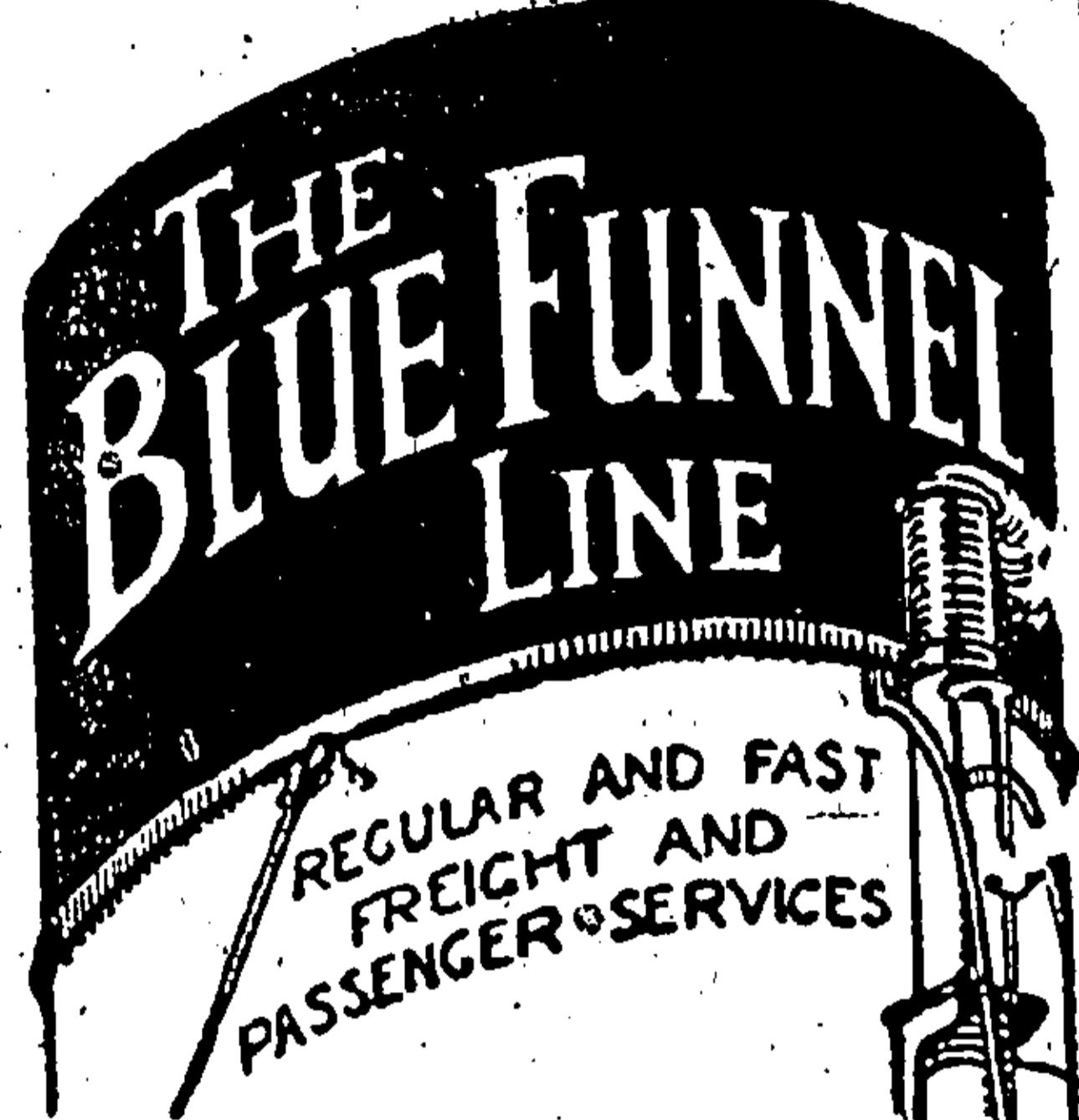
with filming of war scenes in the

production in question purporting

to re-enact Filipino-American bat-

talion. Without any legitimate cause,

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The China Mail

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Eighth Moon, 15th Day.

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中華民國庚午年八月十五日

HONG KONG. MONDAY, OCTOBER 6, 1930.

GRIM TRAGEDY OF THE AIR

(Continued from Page 7.)

manded the R34 in its flight from England to the United States and back in 1919 and Colonel Richmond, who designed the R101. All three flew to Canada this summer aboard the R100.

Flight Lieut. Irwin commanded the R33 and R36 in 1920. He is an Irishman.

Squadron Leader Johnston was navigator to the Air Secretary in the first Imperial Airways flight to India and back in 1927.

Mr. Gilbert was a member of the airship mission to South Africa, Australia, New Zealand and India in 1927. He organised the meteorological services for the airship flights to Canada and the Egypt-India route.

R101 recently had an extra section embodied, increasing the gas capacity by about half a million cubic feet, making the length 770 feet. It had the most spacious passenger accommodation of any airship yet built, located in two decks, consisting of a large saloon, a lounge with a raised promenade at either end, and a separate dining room seating fifty persons. A novel feature was a fireproof smoke room.

Roomy Cabins. The cabins were roomy. The kitchen was electrically equipped. The whole colour scheme was white and gold with curtains of blue.

R101 was also the first airship equipped with engines burning heavy oil fuel, one of the main features of the official policy of "safety first."

The flying crew consisted of five officers and 37 men, who wore the newly-designed dark blue uniform. The personnel was entirely civilian, with the exception of Wing Commander Colmore, Flight Lieut. Irwin, and one N.C.O.

The known survivors include Mr. Leech, a foreman engineer of the Royal Airship Works, who served in the Naval Air Service, airship section, in wartime; Mr. Bell, an engineer, who was a member of the R33 breakaway crew; Mr. Disley, the wireless operator, who went to Canada on the R100; Mr. Binks, engineer, who joined the R33 in 1925. The engineers Messrs. Cook and Savory and the rigger Mr. Radcliffe, also survivors, had no previous flying experience.—Reuter.

The First News.

London, Yesterday.

After Reuter's agency had flashed the first news of the airship tragedy, one of the first messages reporting the disaster to the Air Ministry came from one of the survivors, Disley, who after escaping from the burning airship managed to reach a telephone and tell the Air Ministry that R101 flew into a hill.

The airship's last message,

their country, also the injured survivors.—Reuter.

Lord Thomson.

[Christopher Birdwood Thomson, the soldier-diplomat who became a Labour peer and Minister, was born in 1875 and is the son of Major-General Thomson. Educated at Cheltenham College and the Royal Military College, Woolwich, he entered the army in 1894. He fought in the Mashonaland campaign and the South African war, being promoted brevet-major for his services. In 1902 he was appointed instructor at the School of Military Engineers, Chatham. After a term in West Africa in 1906-7 he passed through the Staff College in 1910-1 and held a post in the War Office from 1911 to 1914, during which period he witnessed the Balkan wars as representative of the British army.

The Tail Breaks.
Beauvais, Yesterday.

It is now confirmed that there are only eight survivors of the R101. Thirty-two bodies have been recovered.

Leech, interviewed, says that the tail broke when the airship fell. The pilot vainly tried to pull the airship upwards. As she dipped, the front section of the airship crashed into an orchard, and the rear part fell into an adjoining wood.

An inextricable mass of debris of all sorts covers a wide area. The inhabitants of neighbouring villages rushed to the spot in motor-cars, on horses and bicycles, but were unable to approach the wreckage owing to the flames.

A strong force of gendarmes is guarding the wreckage to prevent activities by souvenir hunters.

Salvage Work.

The French Air Minister, M. Laurent Eyraud, has arrived, and saluted the victims on behalf of the French Government. The grim work of salvage began at daylight, when firemen and gendarmes forced their way into the mass of debris and extricated a number of bodies, naked, charred, contorted and unrecognisable. These were placed on stretchers laid in a row by a hedge.

A metal saw and the blowpipes of the salvage party kept up an incessant din.

The eighth survivor is a rigger named Church. It is stated in the local hospital that none of the eight survivors' lives is in danger. Leech, Brinks and Bell, who left hospital after being bandaged, returned later and are now fast asleep.

Hitherto forty-seven bodies have been recovered, of which only fifteen are likely to be identifiable.

The King's Message.

London, Yesterday.

H.M. the King has sent the following message to the Prime Minister:

"I was horrified to hear of this national disaster, which has befallen R101, with a consequent serious loss of life, including my Air Minister. The Queen and I sympathise deeply with the relatives and friends of those who have perished in the service of

His first connection with flying was as military observer on a flight in India in 1911 and after a brief term in the War Office was appointed Deputy of Military Aeronautics in 1914. He was Director of Air organisation from 1916 to 1917 and commanded the R.F.C. in the Middle East towards the end of 1917.

Retiring in 1919 with a view to generally developing commercial aviation he was made British representative of the International Commission of Air Navigation, and was chairman of the racing committee of the Royal Aero Club. He was gazetted Air Vice-Marshal in 1924.]

Major Scott.

[Major Scott was navigator of the R100 when, early in August, it flew from London to Montreal and back.]



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